



# Pear tree Hill Solar Farm

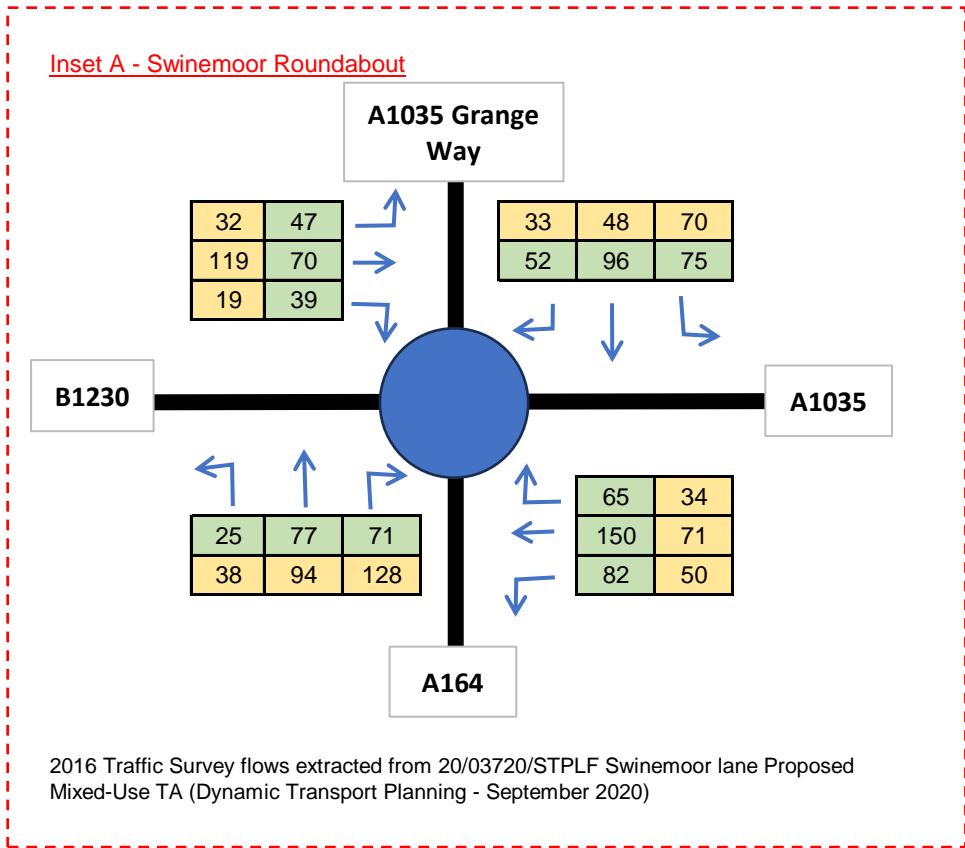
## Environmental Statement

### Volume 4

### Appendix 14.2: Traffic Flow Diagrams

Application Document Ref: EN010157/APP/6.4  
February 2025

Planning Act 2008  
Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations 2009 –  
Regulation 5(2)(a)

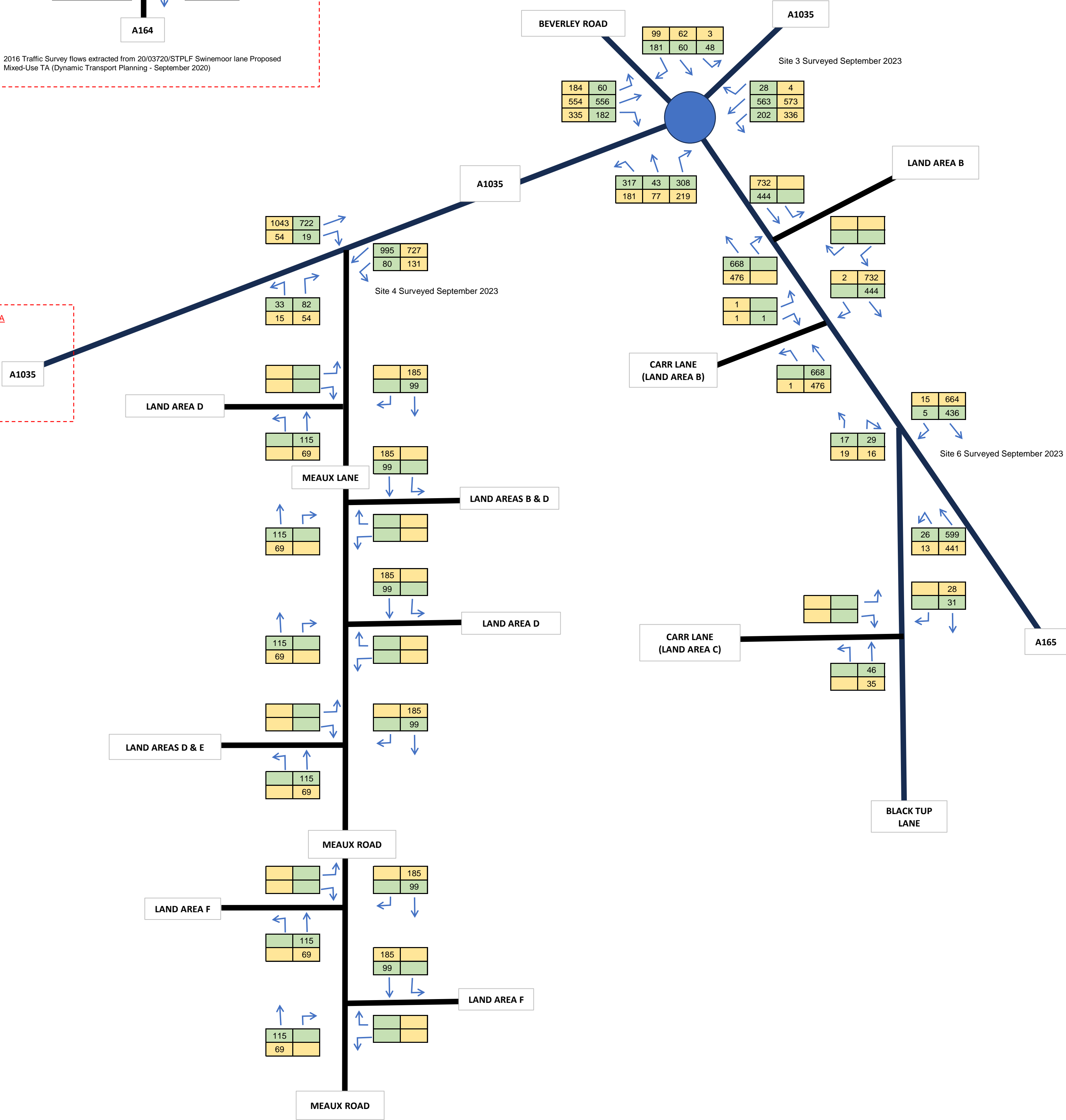


**KEY**

AM Peak

PM Peak

Inset A



Baseline Traffic Flows (PCUs)

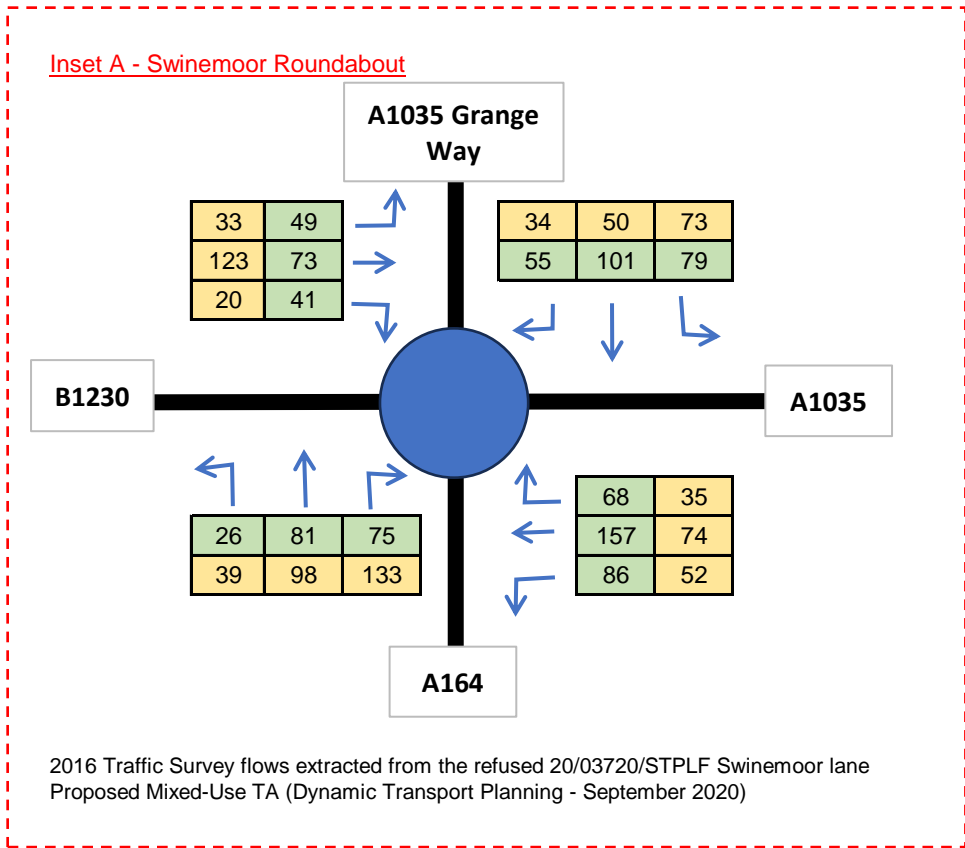
Peartree Hill Solar Farm



07 January 2025

Job Number - SCP/230483

TRAFFIC FIGURE 1



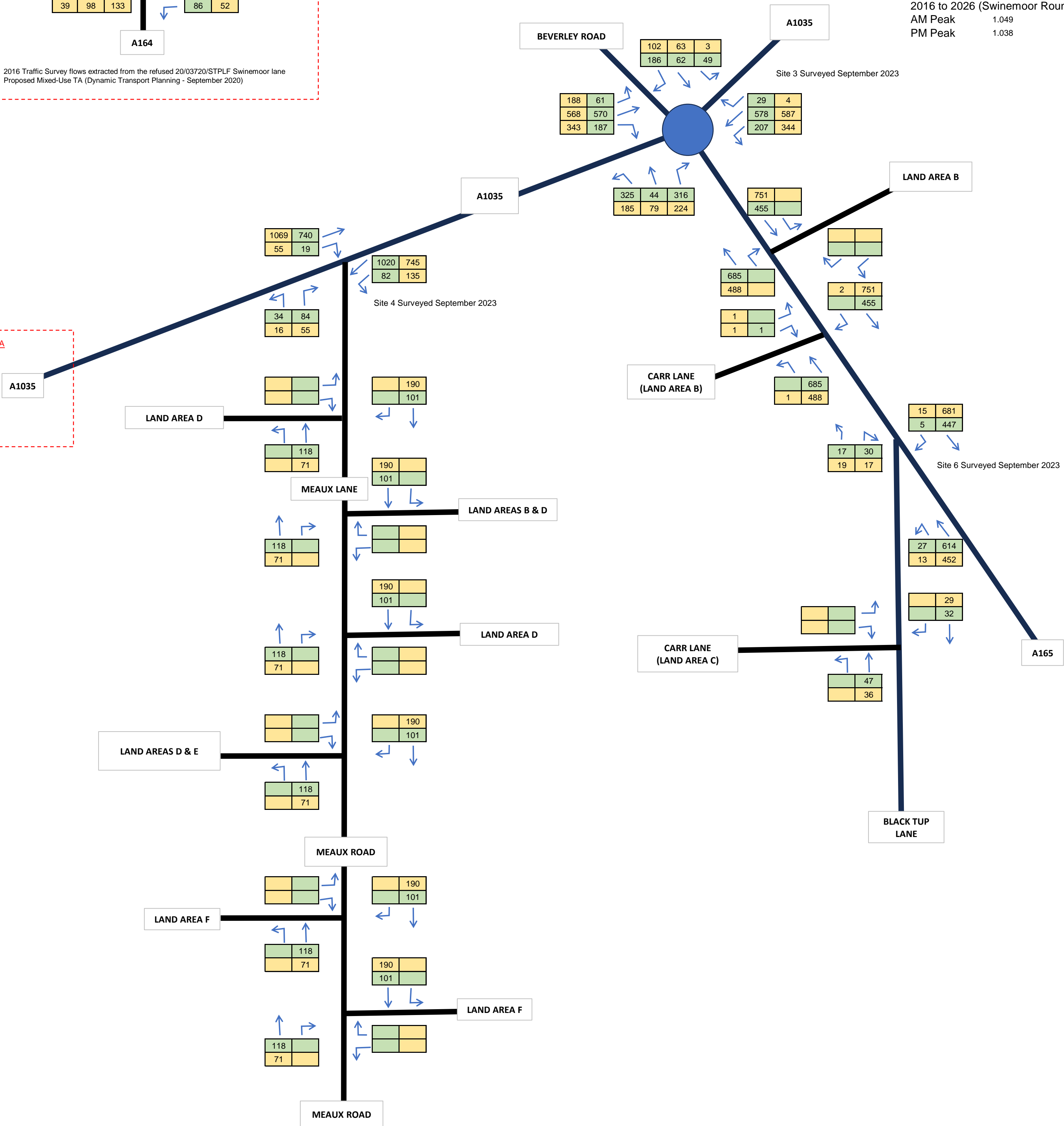
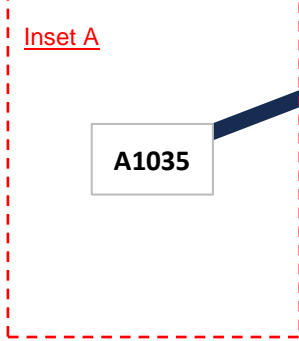
**KEY**

AM Peak

PM Peak

**TEMPro Growth Factors**

2023 to 2026	
AM Peak	1.026
PM Peak	1.025
2016 to 2026 (Swinemoor Roundabout)	
AM Peak	1.049
PM Peak	1.038



2026 Base Flows

Peartree Hill Solar Farm



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TRAFFIC FIGURE 2

Notes

Land Area B is accessed via east fo A165  
White Cross Road, Carr Lane (west of A165  
White Cross Road) and through Land Area D  
from Meaux Lane.  
23% via A165 White Cross Road  
33% via Carr Lane  
44% via Meaux Lane  
This was based on the location of compounds  
for staff parking, the size of the areas accessed  
and internal staff shuttle bus routing information  
provided by RWE.

23% A165  
33% Carr Lane  
44% Meaux Lane

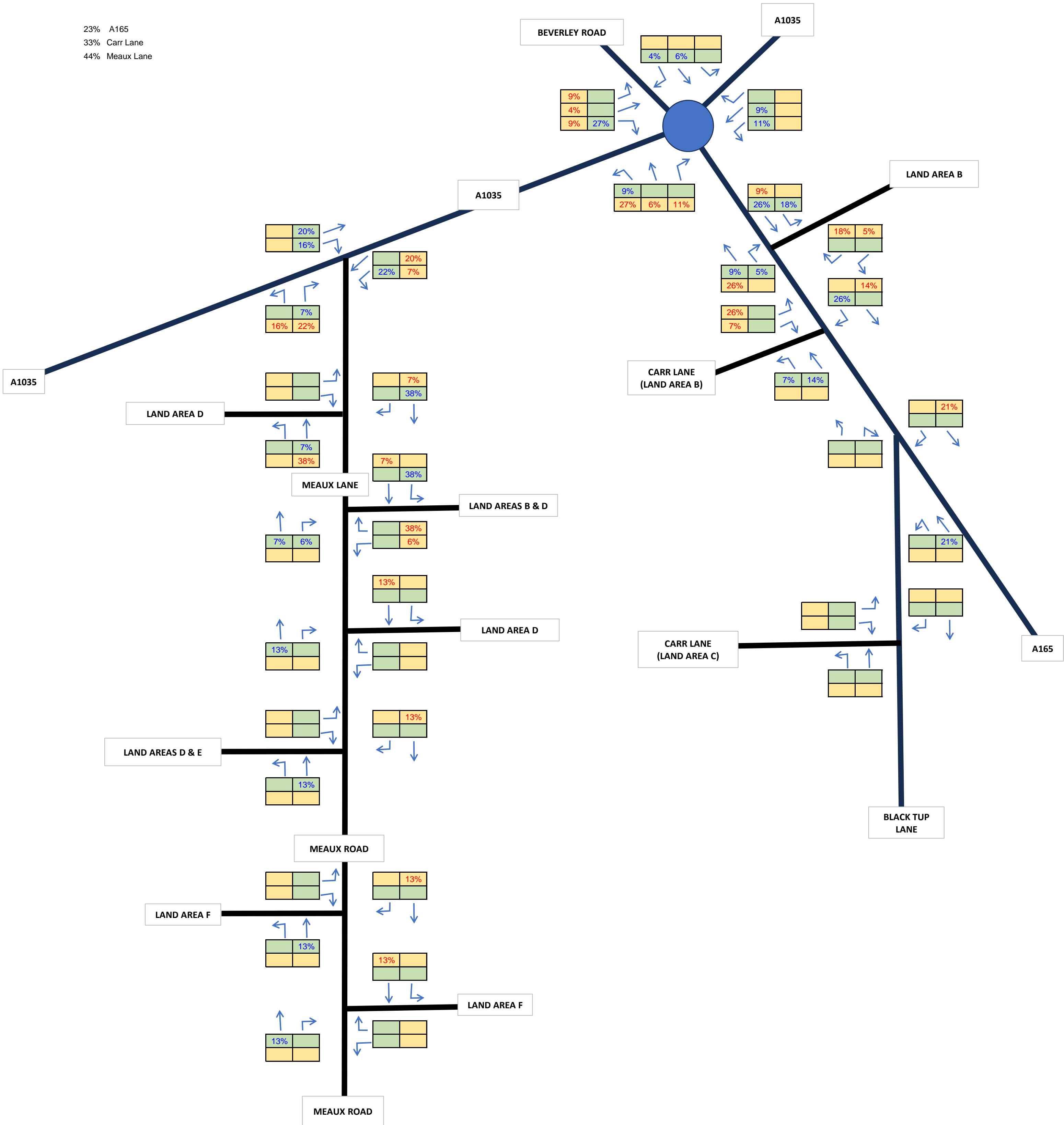
KEY

AM Peak

PM Peak

# Arrivals

# Departures



Land Area B - Traffic Distribution

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TRAFFIC FIGURE 3

Trip Generation

	AM	PM
Arrivals	25	0
Departures	0	25

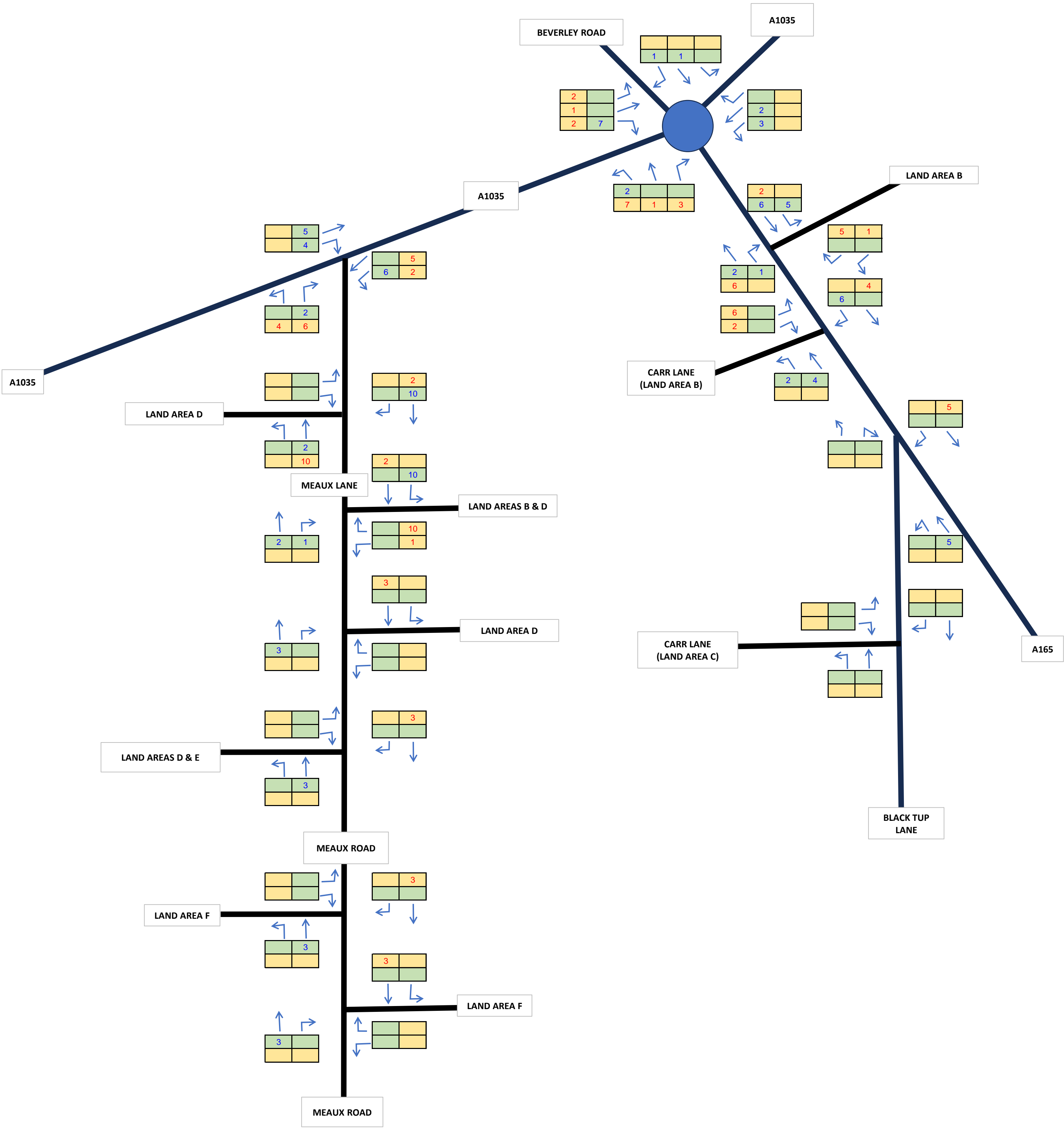
**KEY**

AM Peak

PM Peak

# Arrivals

# Departures



Land Area B - Traffic Assignment

Peartree Hill Solar Farm



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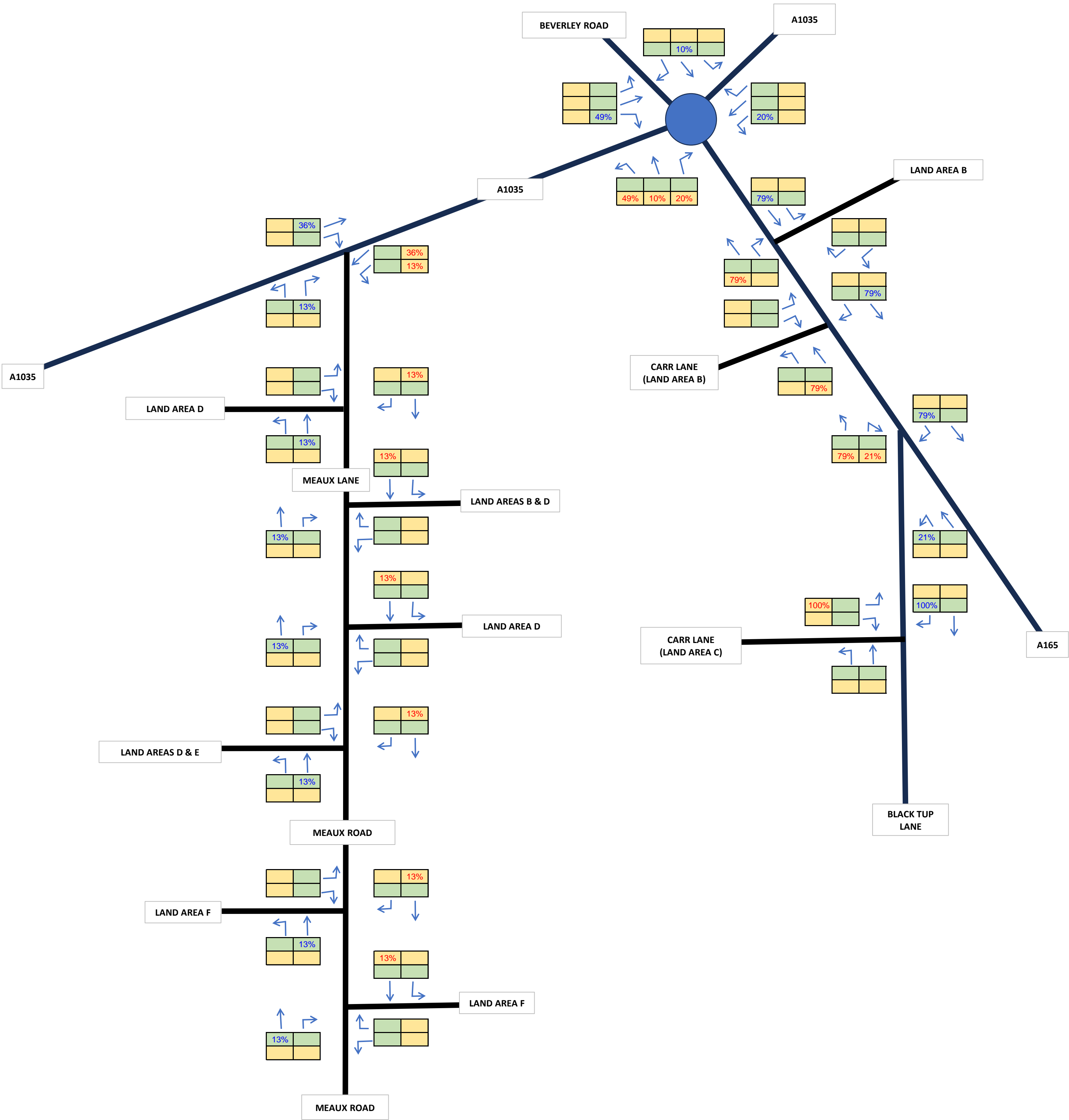
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TRAFFIC FIGURE 4

Notes

All of Land Area C is accessed via Carr Lane at Arnold.

- KEY
- AM Peak
  - PM Peak
  - # Arrivals
  - # Departures



Land Area C - Traffic Distribution

Peartree Hill Solar Farm



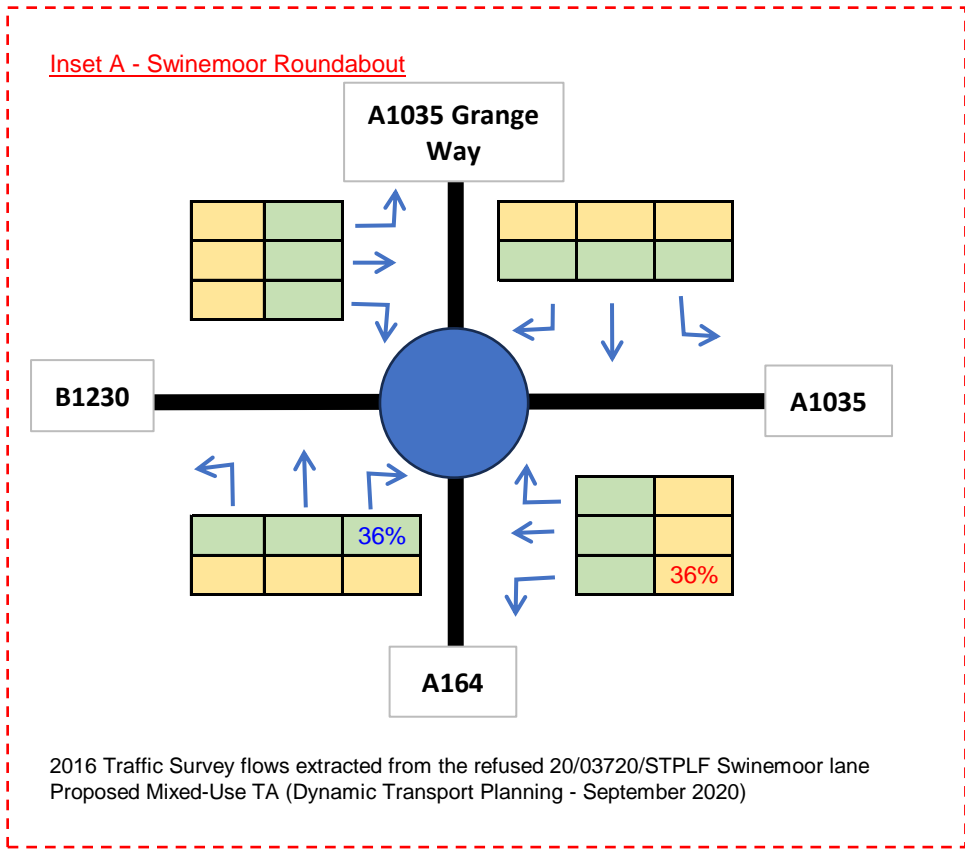
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TRAFFIC FIGURE 5





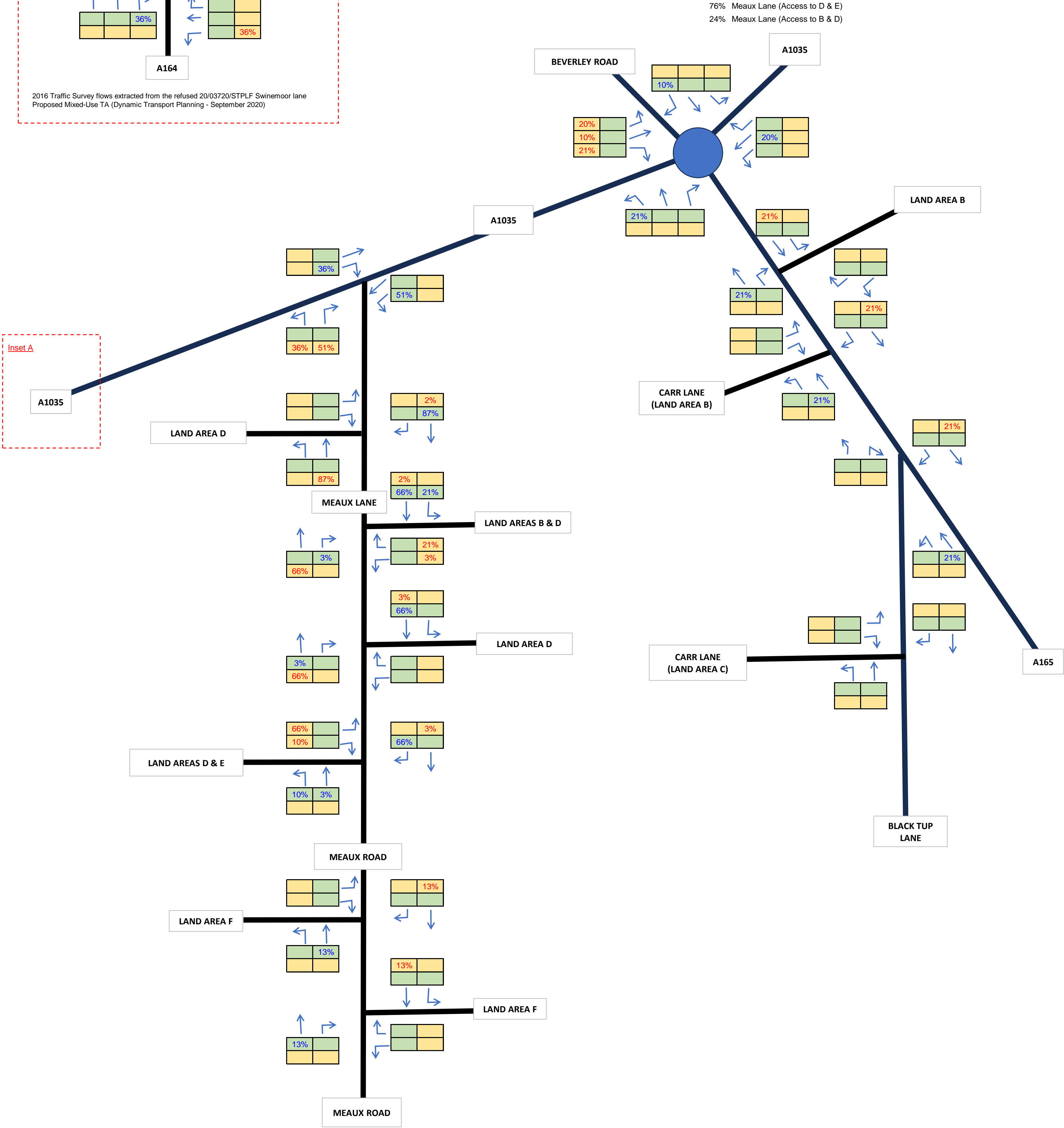


**Notes**

Land Area D is accessed via Meaux Lane.  
76% via the southernmost access on the west side of Meaux Lane (access to Land Areas D & E).  
24% via the northernmost access on the east side of Meaux Lane (access to Land Areas B & D).  
This was based on the location of compounds for staff parking, the size of the areas accessed and internal staff shuttle bus routing information provided by RWE.

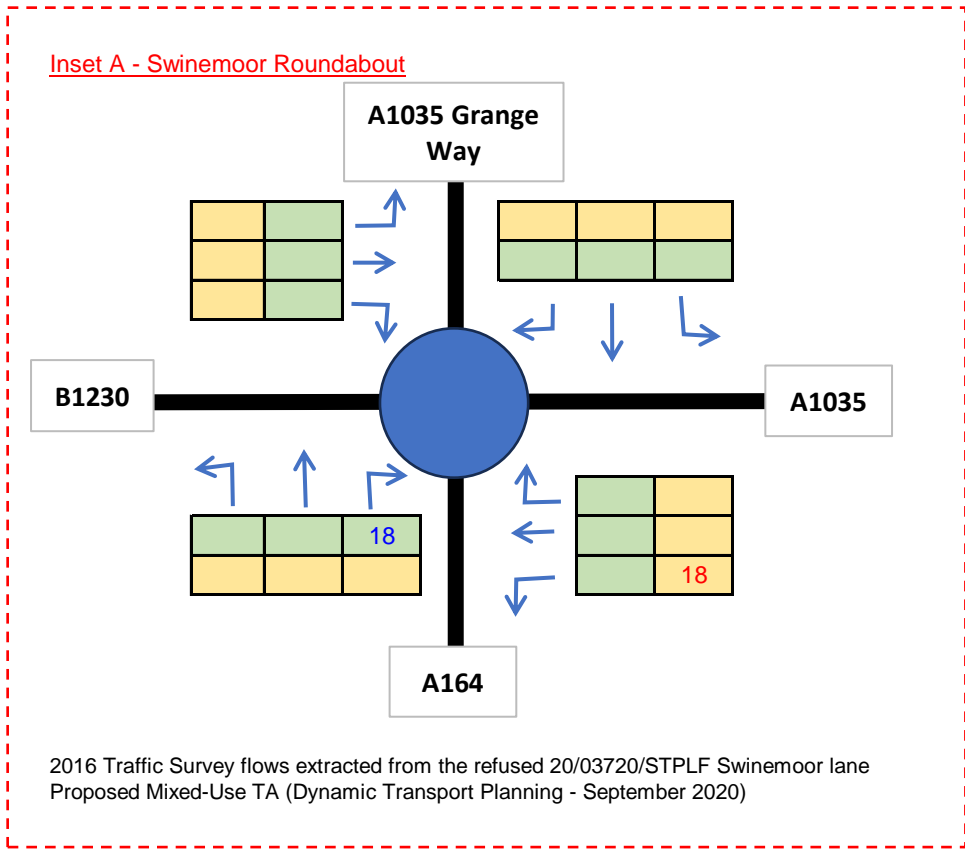
**KEY**

- AM Peak
- PM Peak
- # Arrivals
- # Departures



Land Area D - Traffic Distribution		
Peartree Hill Solar Farm		
<div>SCP</div> <div>TRANSPORT PLANNING INFRASTRUCTURE DESIGN</div> <div>an RSK company</div>	07 January 2025	TRAFFIC FIGURE 7
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**KEY**

AM Peak

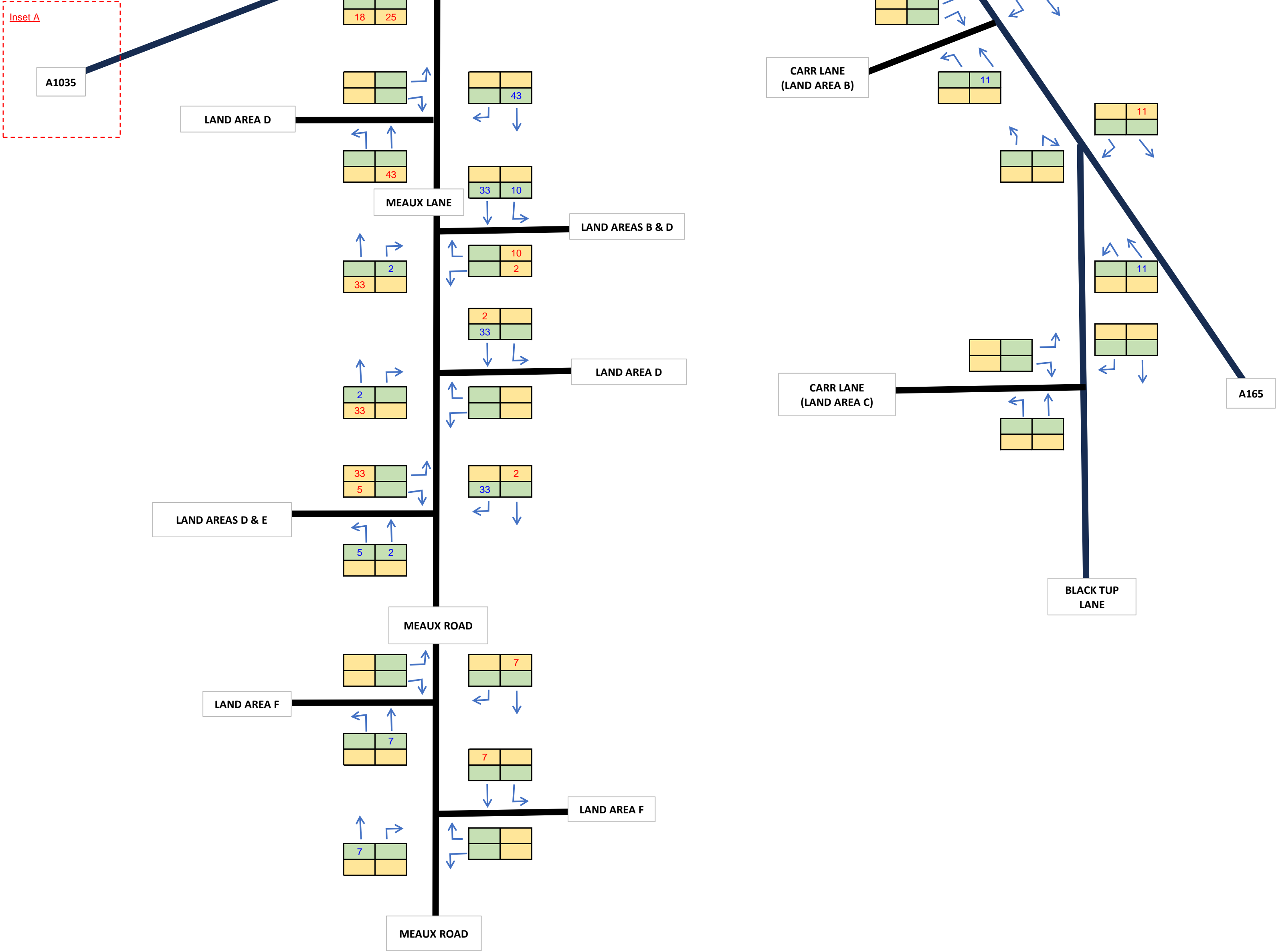
PM Peak

# Arrivals

# Departures

**Trip Generation**

	AM	PM
Arrivals	50	0
Departures	0	50



Land Area D - Traffic Assignment

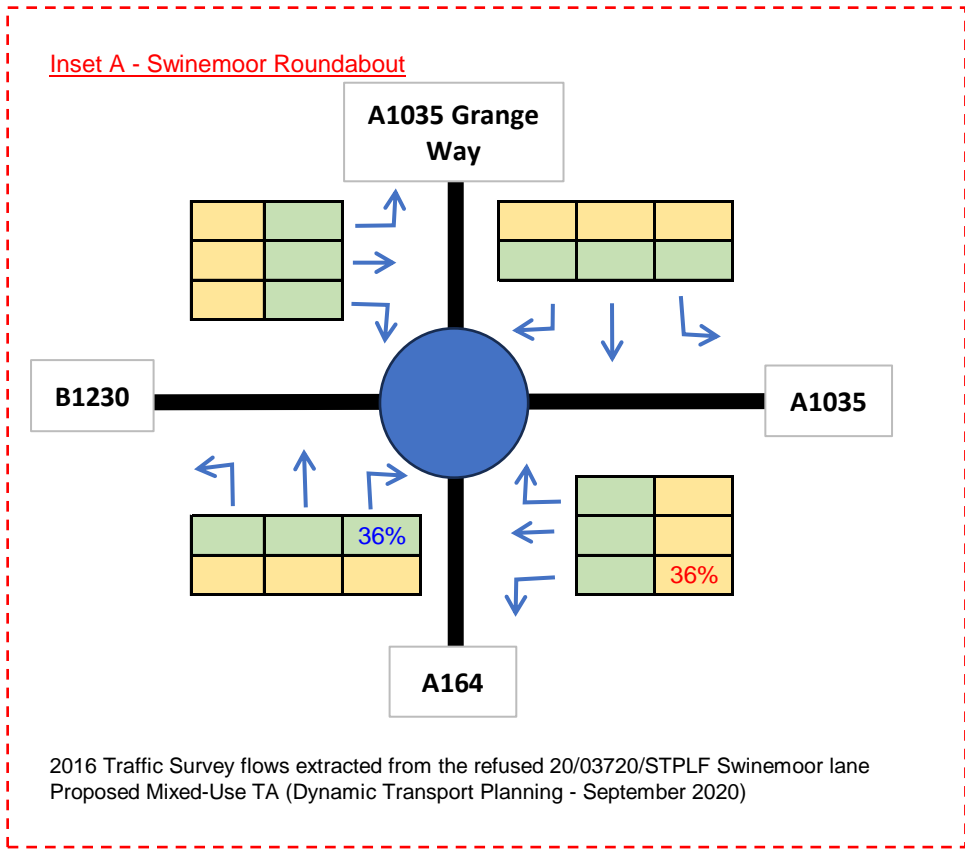
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TRAFFIC FIGURE 8



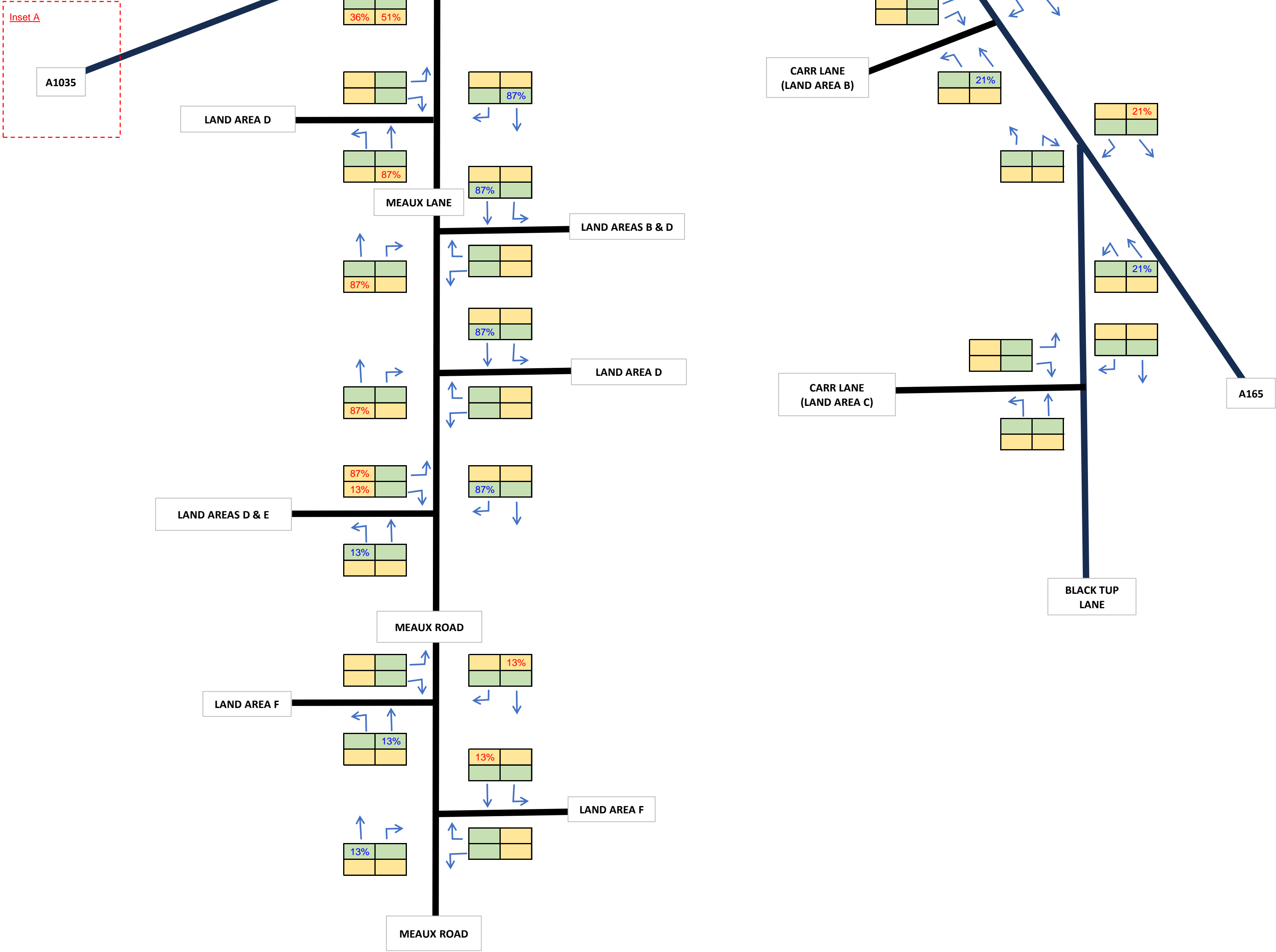
**KEY**

- AM Peak
- PM Peak
- # Arrivals
- # Departures

**Notes**

Land Area E is all accessed via the nearest access on Meaux Lane (via Land Area D), this is the southernmost access to Land Area D & E on the west side of Meaux Lane.

This was based on the location of compounds for staff parking, the size of the areas accessed and internal staff shuttle bus routing information provided by RWE.



Land Area E - Traffic Distribution

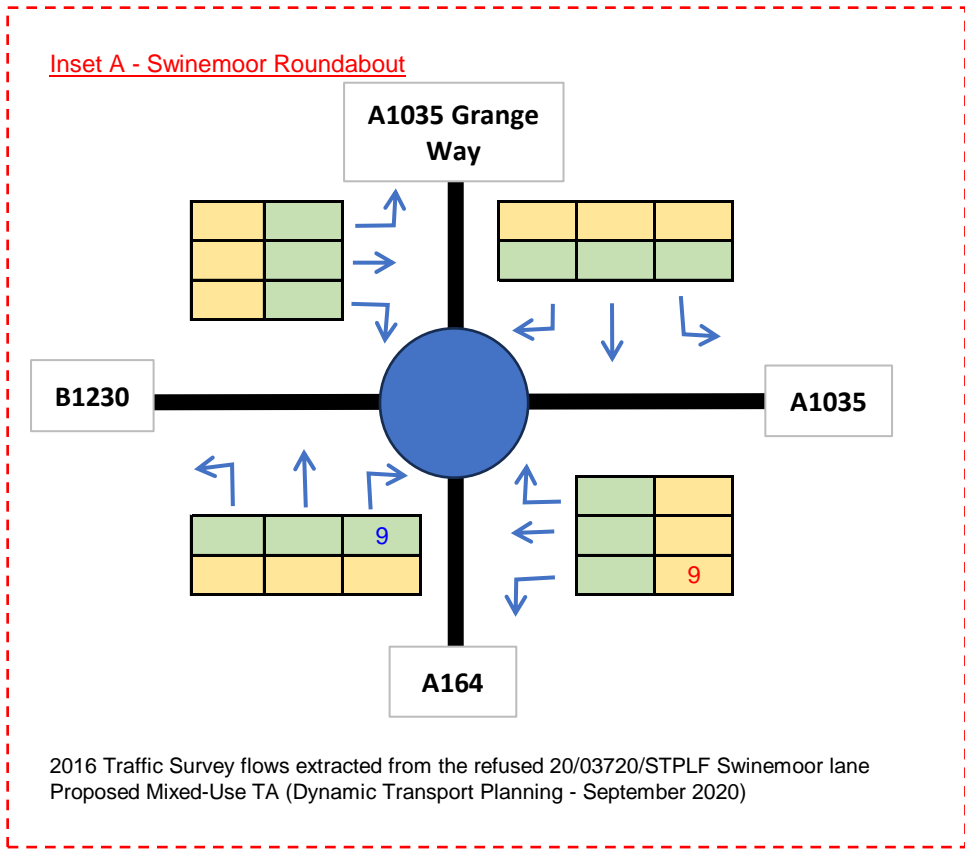
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TRAFFIC FIGURE 9



**KEY**

AM Peak

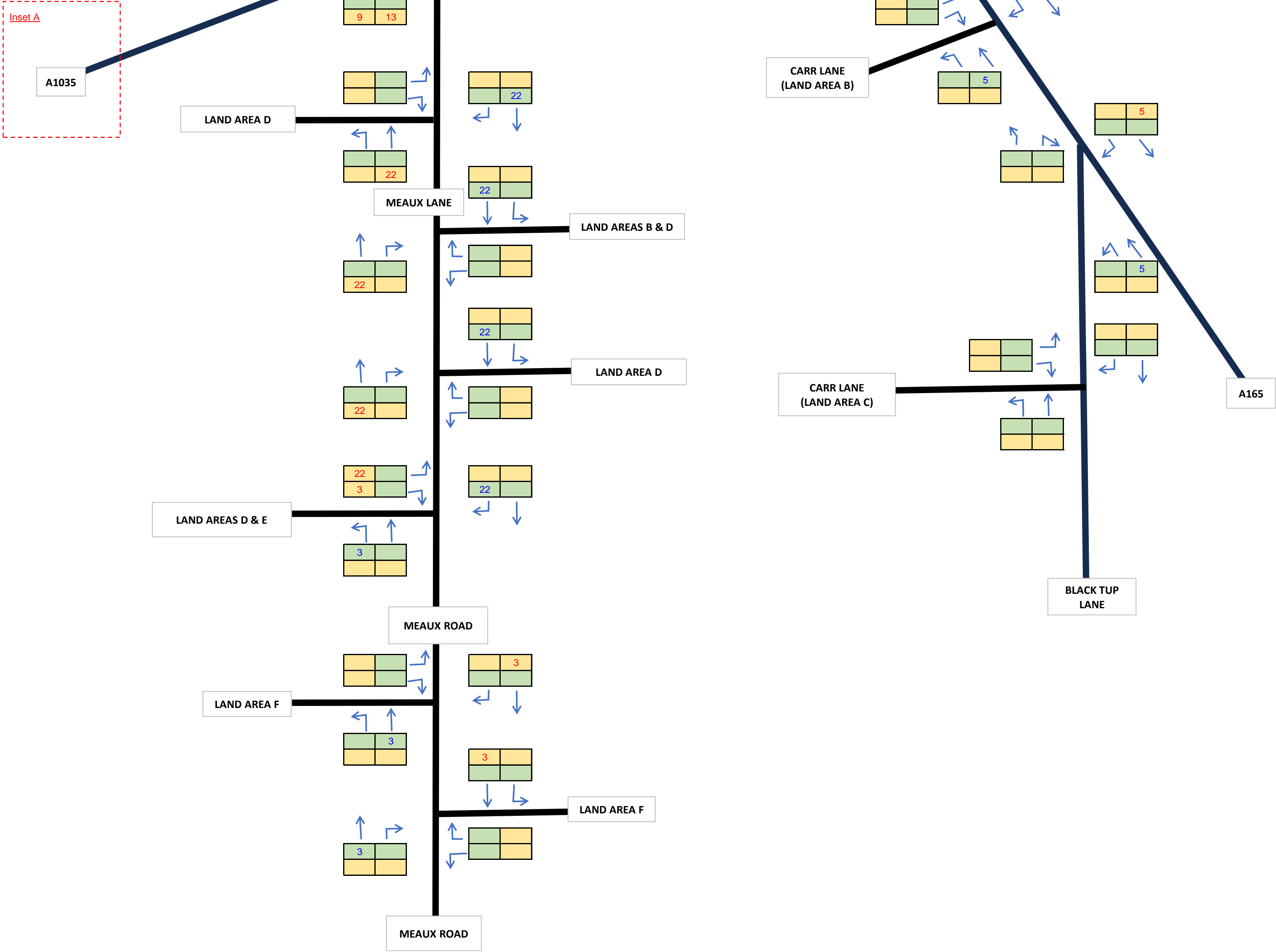
PM Peak

# Arrivals

# Departures

Trip Generation

	AM	PM
Arrivals	25	0
Departures	0	25



Land Area E - Traffic Assignment

Peartree Hill Solar Farm



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TRAFFIC FIGURE 10

Notes

Land Area F is all accessed via the nearest access on Meaux Lane to the compound, this is the access to Land Area F on the east side of Meaux Lane.

This was based on the location of compounds for staff parking, the size of the areas accessed and internal staff shuttle bus routing information provided by RWE.

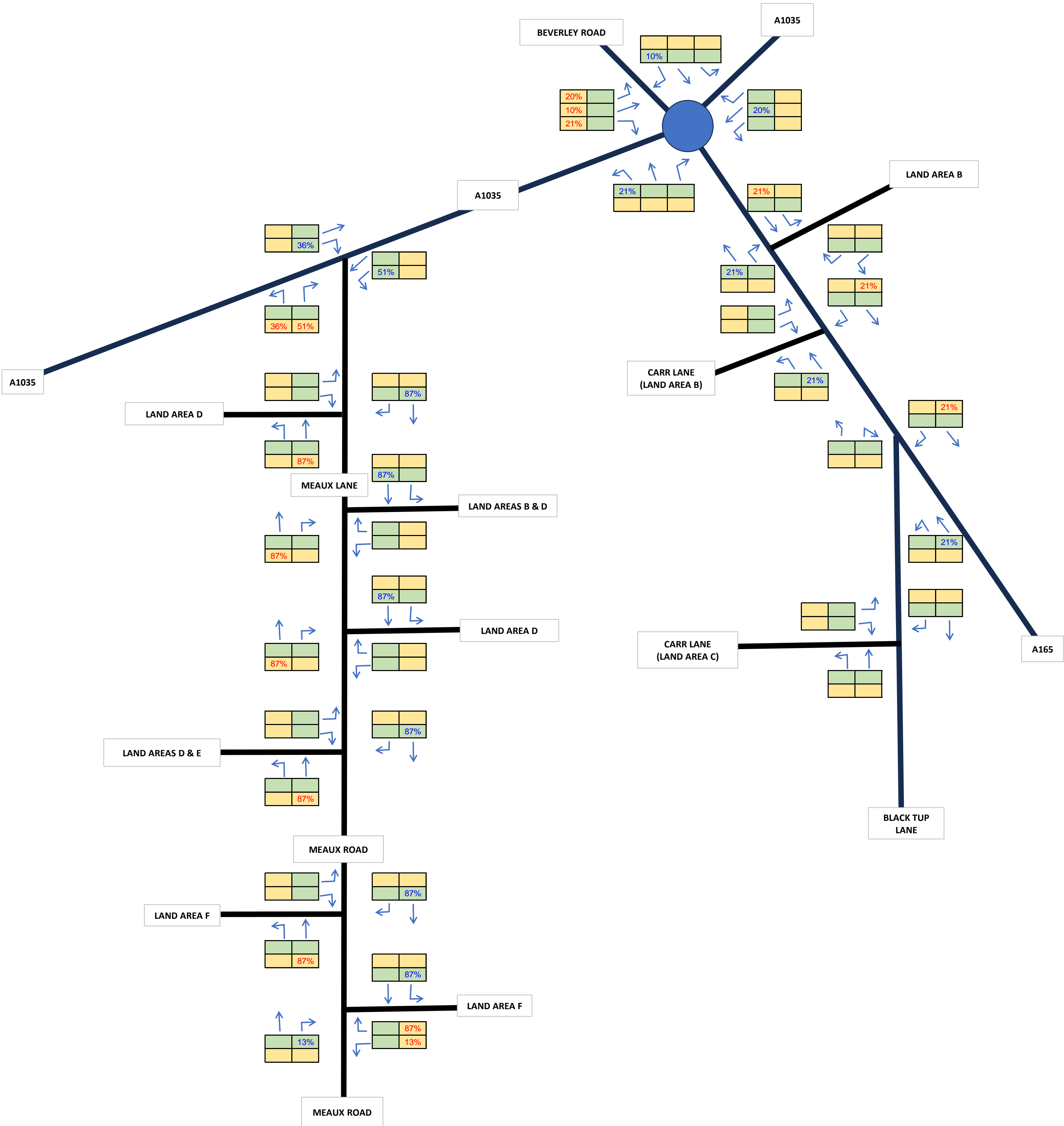
KEY

AM Peak

PM Peak

# Arrivals

# Departures



Land Area F - Traffic Distribution

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TRAFFIC FIGURE 11

Trip Generation

	AM	PM
Arrivals	19	0
Departures	0	19

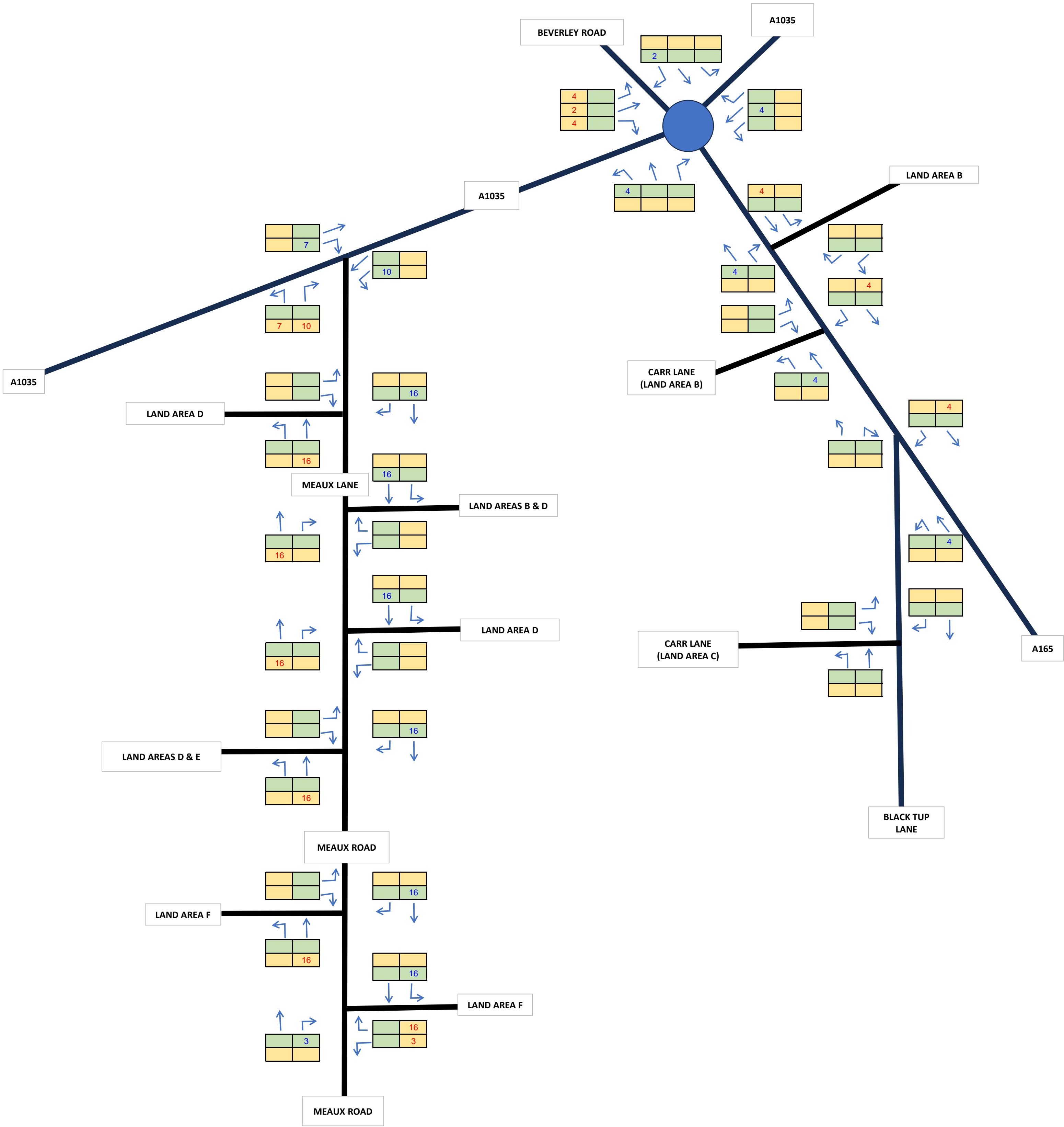
**KEY**

AM Peak

PM Peak

# Arrivals

# Departures



Land Area F - Traffic Assignment

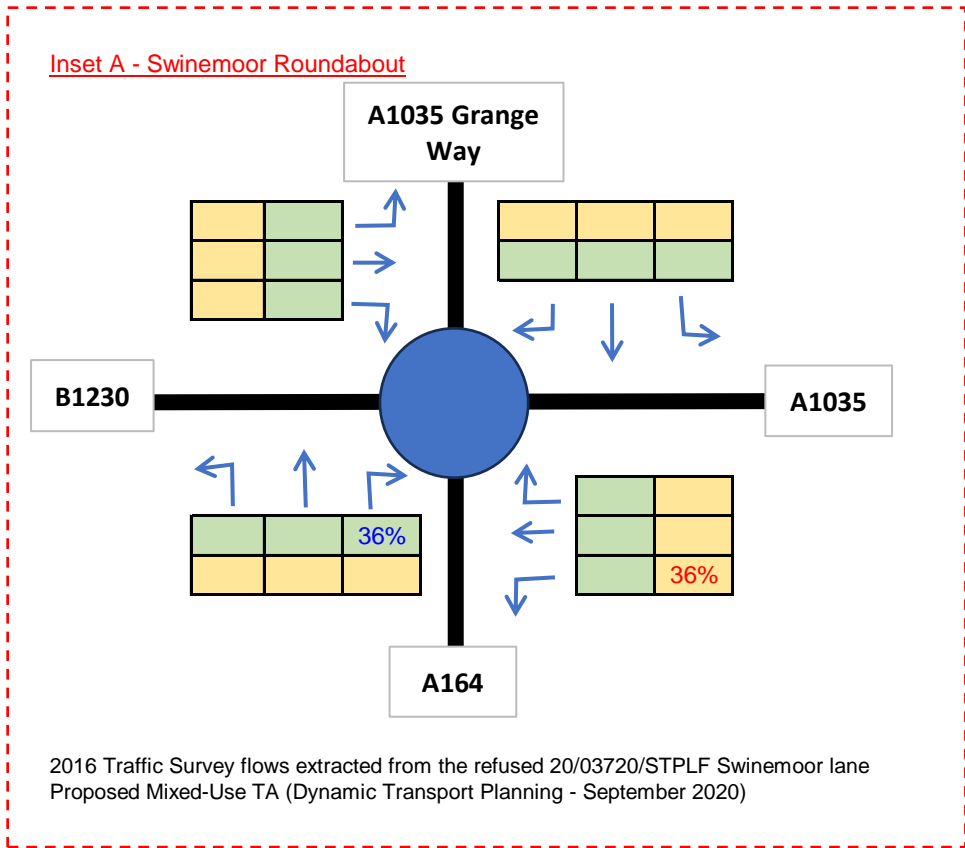
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TRAFFIC FIGURE 12



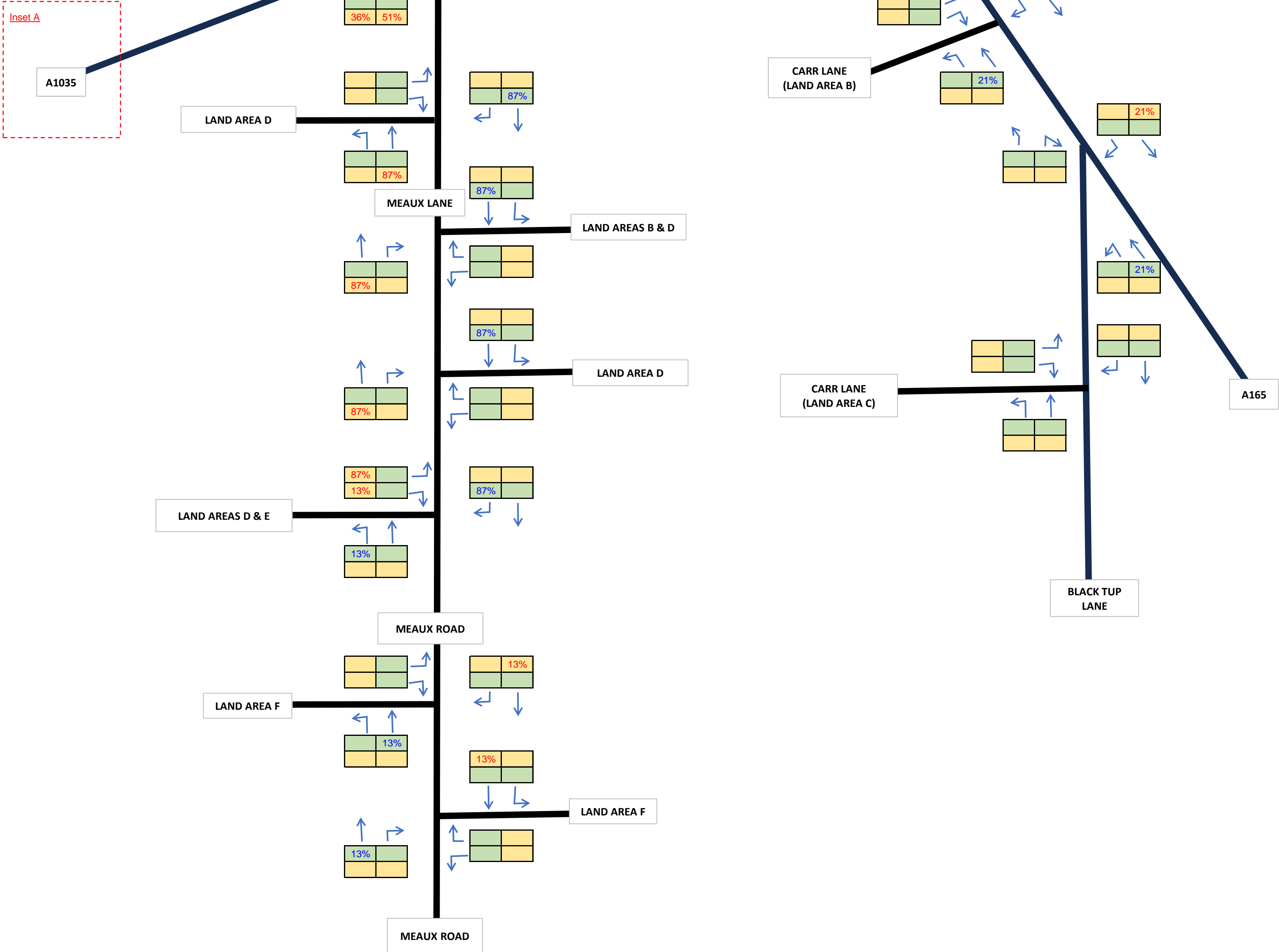
**KEY**

- AM Peak
- PM Peak
- # Arrivals
- # Departures

**Notes**

Staff for the Creyke Beck cable works will access via the nearest staff compound in Land Area E.

Distribution is therefore as per Land Area E.



Grid Connection Cable Route Works - Traffic Distribution

Peartree Hill Solar Farm

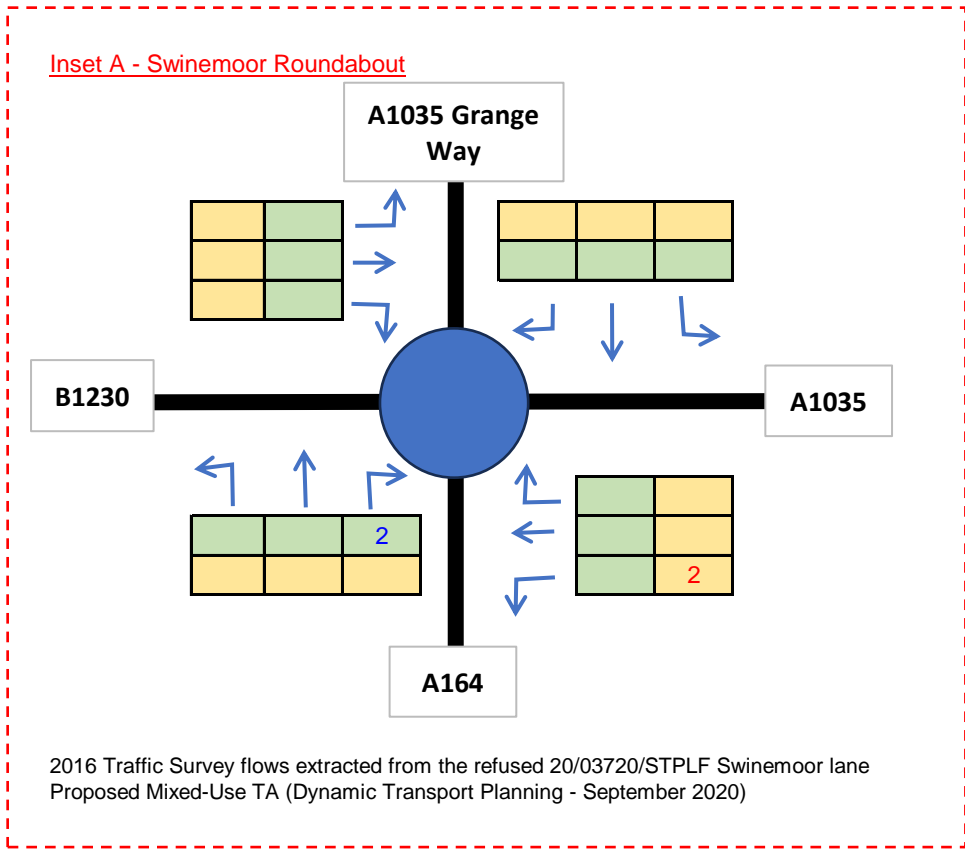


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TRAFFIC FIGURE 13





**KEY**

AM Peak

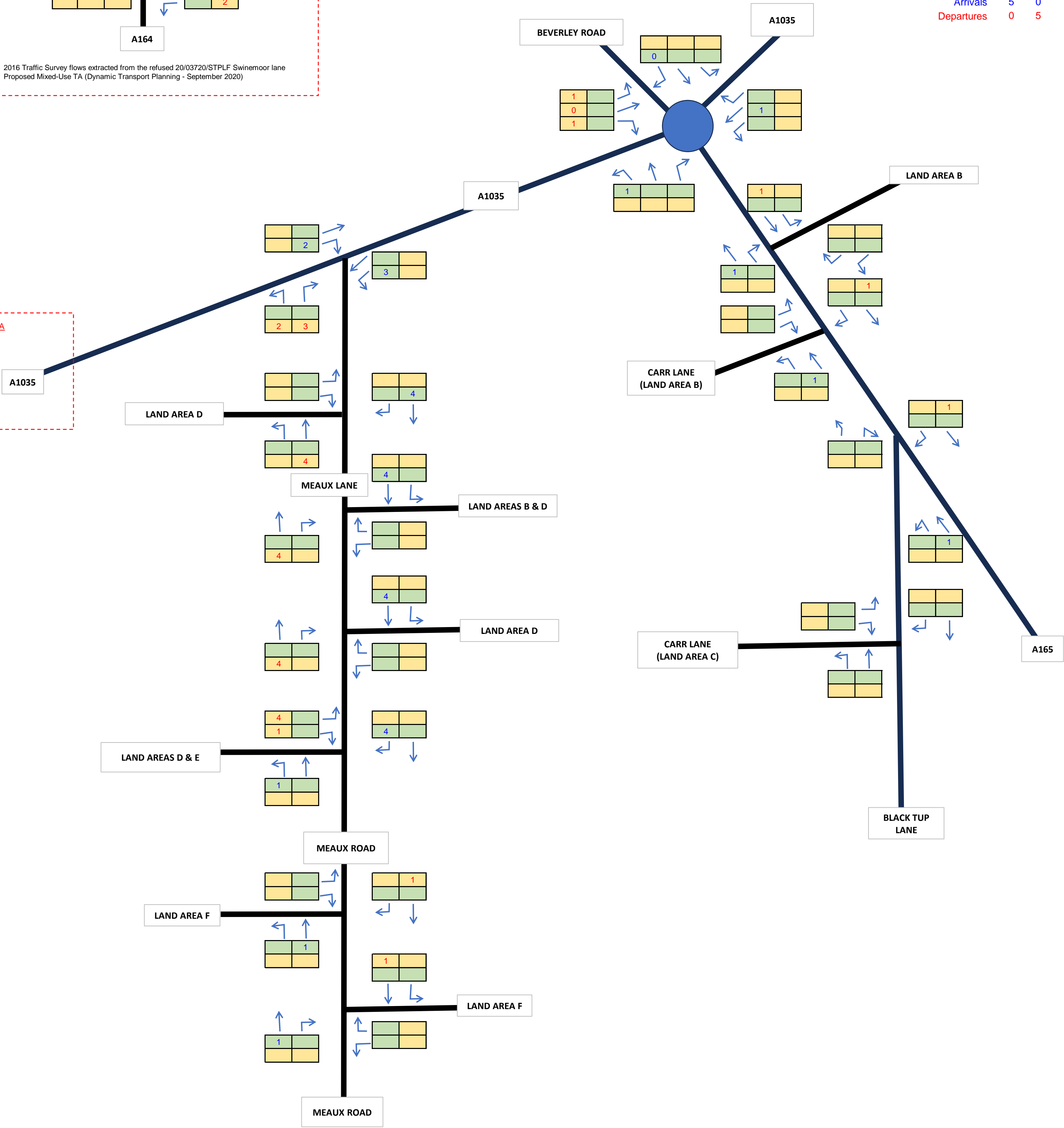
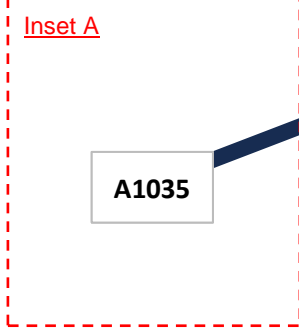
PM Peak

# Arrivals

# Departures

Trip Generation

	AM	PM
Arrivals	5	0
Departures	0	5



Grid Connection Cable Route Works - Traffic Assignment

Peartree Hill Solar Farm



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TRAFFIC FIGURE 14

Notes

Phase 2 includes Land Areas B & C

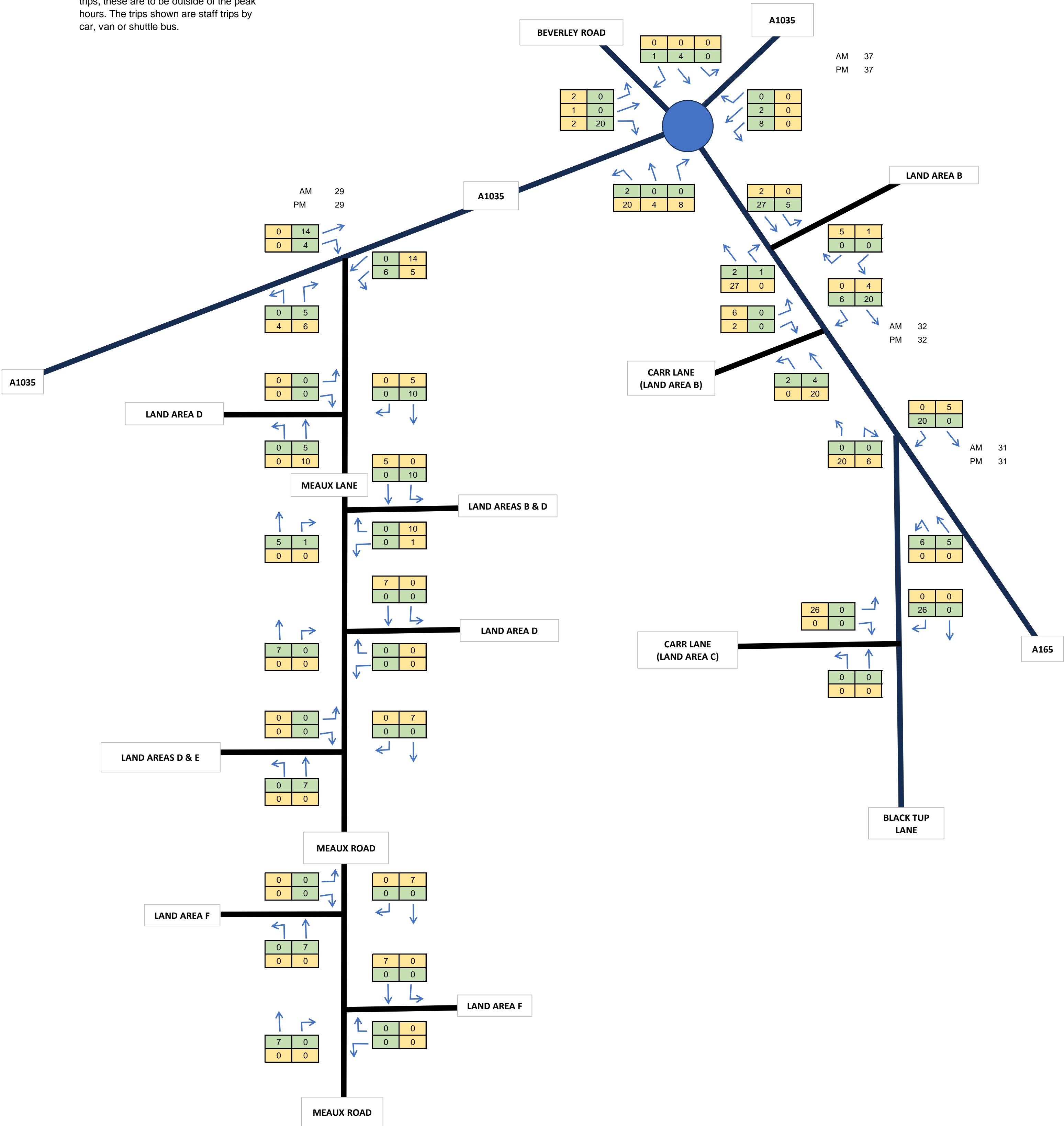
The total trip generation shown represents the peak of both phases, however in reality it is more likely that one would be at their peak whilst the other would be generating a below peak level of traffic.

This does not include deliveries or HGV trips, these are to be outside of the peak hours. The trips shown are staff trips by car, van or shuttle bus.

KEY

AM Peak

PM Peak



Phase 2 (Land Areas B & C) - Total Peak Hour Trip Generation

Peartree Hill Solar Farm



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TRAFFIC FIGURE 15

Notes

Phase 3 includes Land Areas C & and Creyke Beck

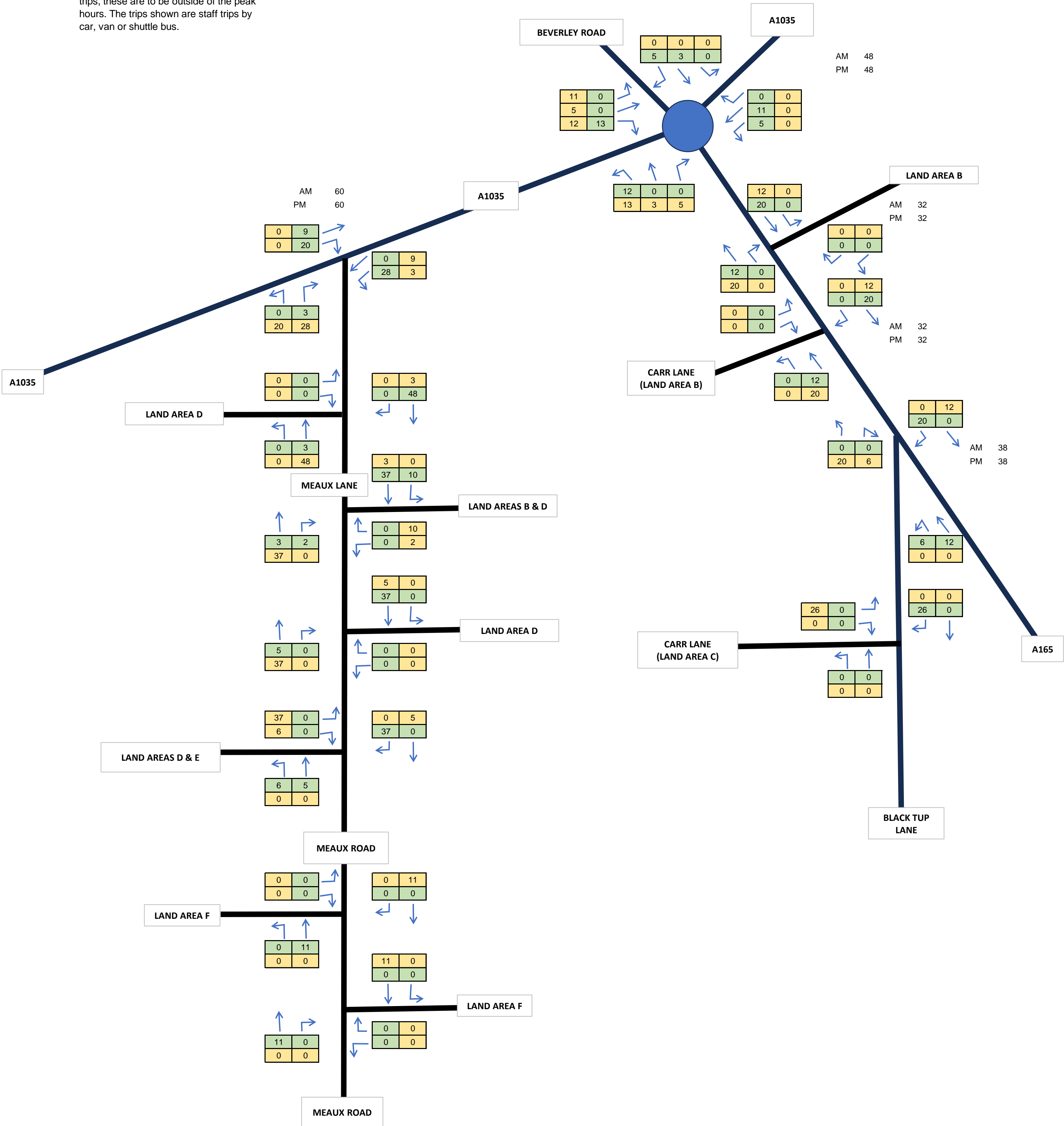
The total trip generation shown represents the peak of both phases, however in reality it is more likely that one would be at their peak whilst the other would be generating a below peak level of traffic.

This does not include deliveries or HGV trips, these are to be outside of the peak hours. The trips shown are staff trips by car, van or shuttle bus.

KEY

AM Peak

PM Peak



Phase 3 (Grid Connection and Land Areas C & D) - Total Peak Hour Trip Generation

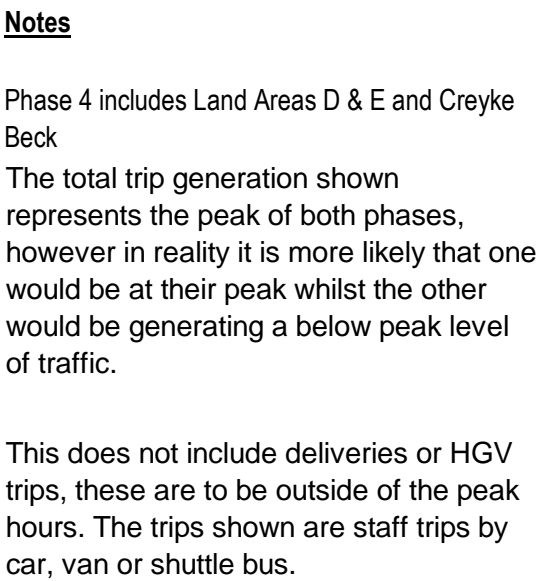
Peartree Hill Solar Farm



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TRAFFIC FIGURE 16



#### Phase 4 (Grid Connection and Land Areas D & E) - Total Peak Hour Trip Generation

## Peartree Hill Solar Farm

Notes

Phase 5 includes Land Areas E & F and Creyke Beck

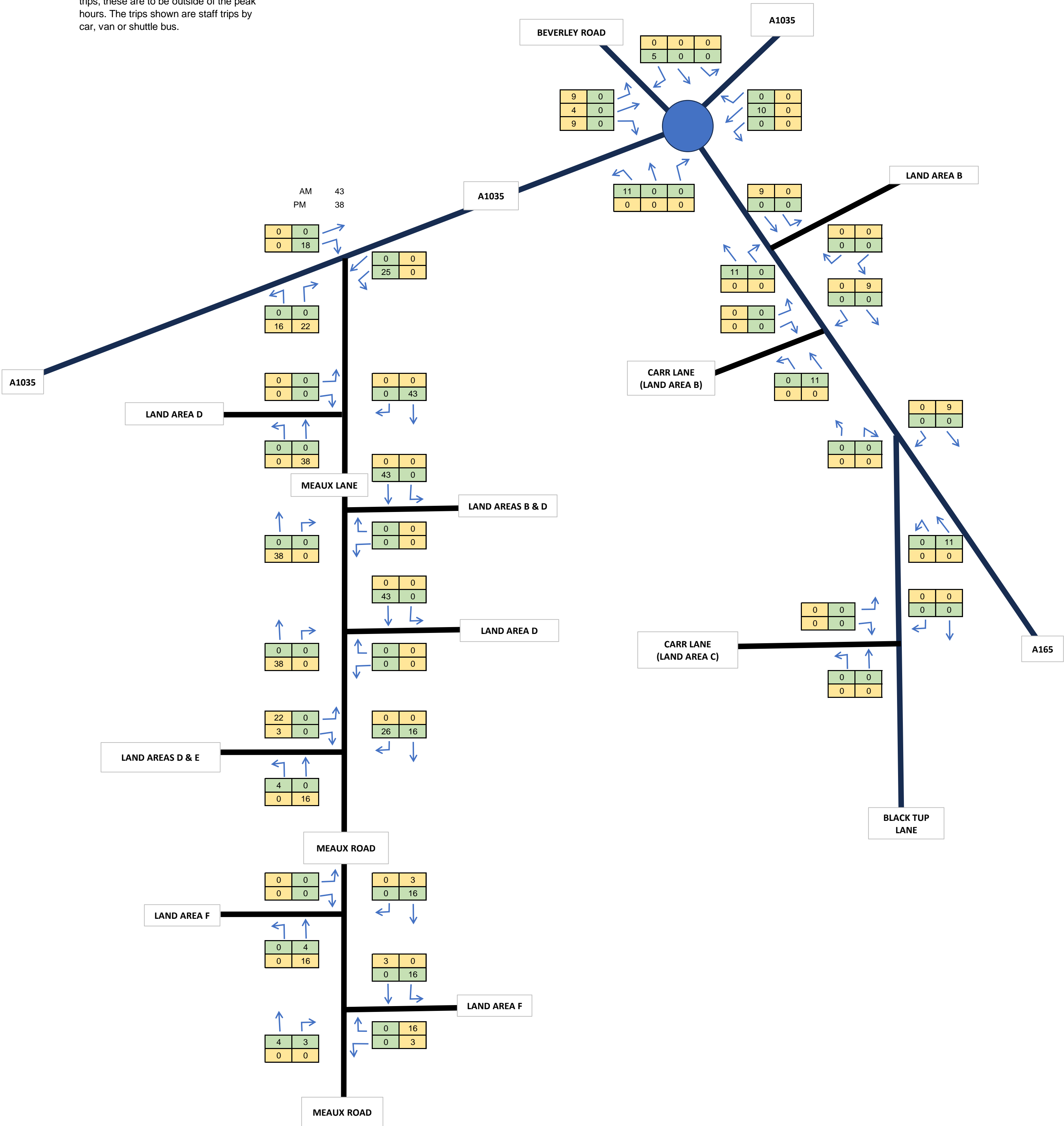
The total trip generation shown represents the peak of both phases, however in reality it is more likely that one would be at their peak whilst the other would be generating a below peak level of traffic.

This does not include deliveries or HGV trips, these are to be outside of the peak hours. The trips shown are staff trips by car, van or shuttle bus.

KEY

AM Peak

PM Peak



Phase 5 (Grid Connection and Land Areas E & F) - Total Peak Hour Trip Generation

Peartree Hill Solar Farm



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TRAFFIC FIGURE 18

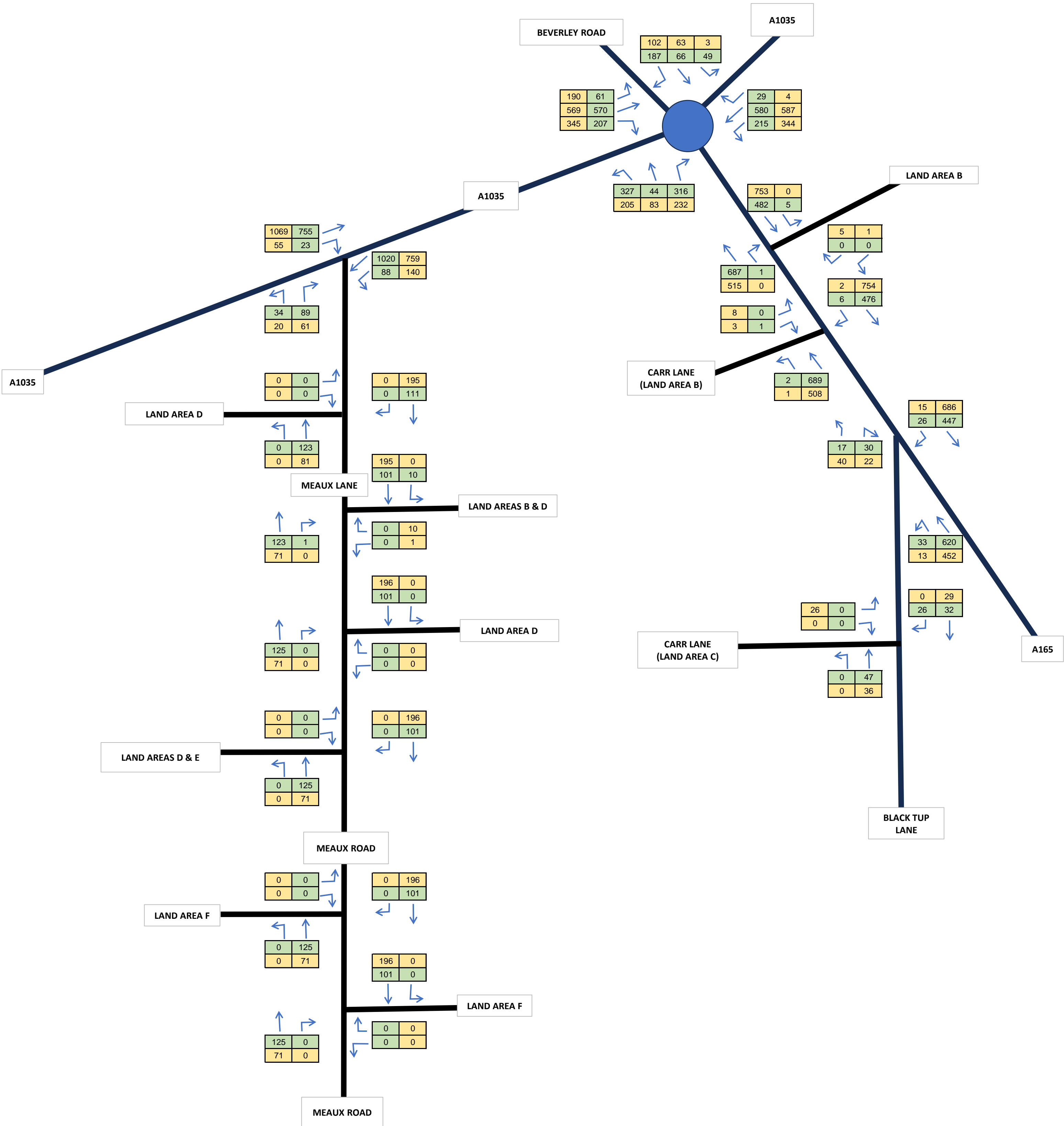


Notes

KEY

AM Peak

PM Peak



Phase 2 - 2026 Base + Proposed Development

Peartree Hill Solar Farm



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TRAFFIC FIGURE 19

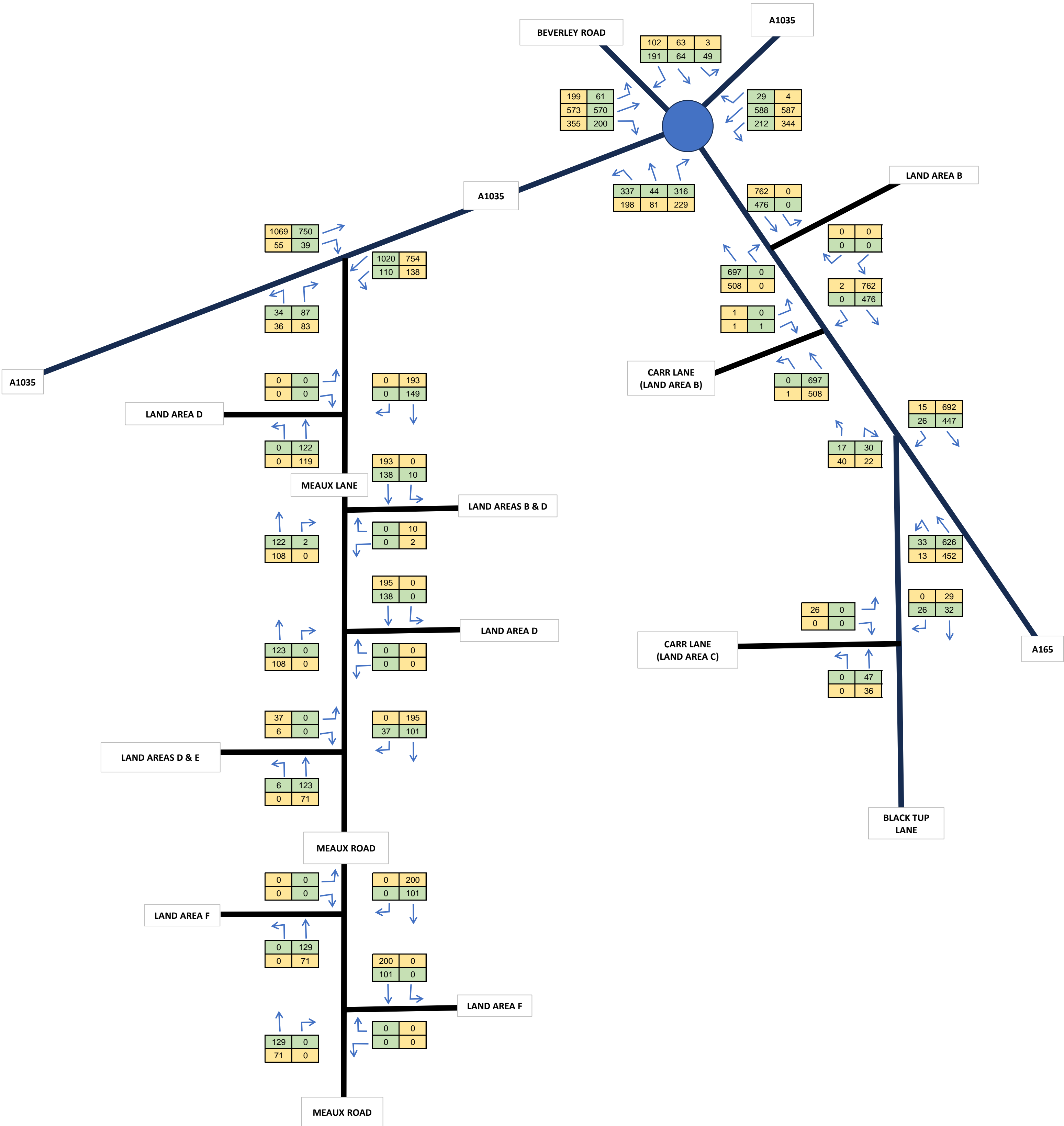


Notes

KEY

AM Peak

PM Peak



Phase 3 - 2026 Base + Proposed Development

Peartree Hill Solar Farm



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TRAFFIC FIGURE 20

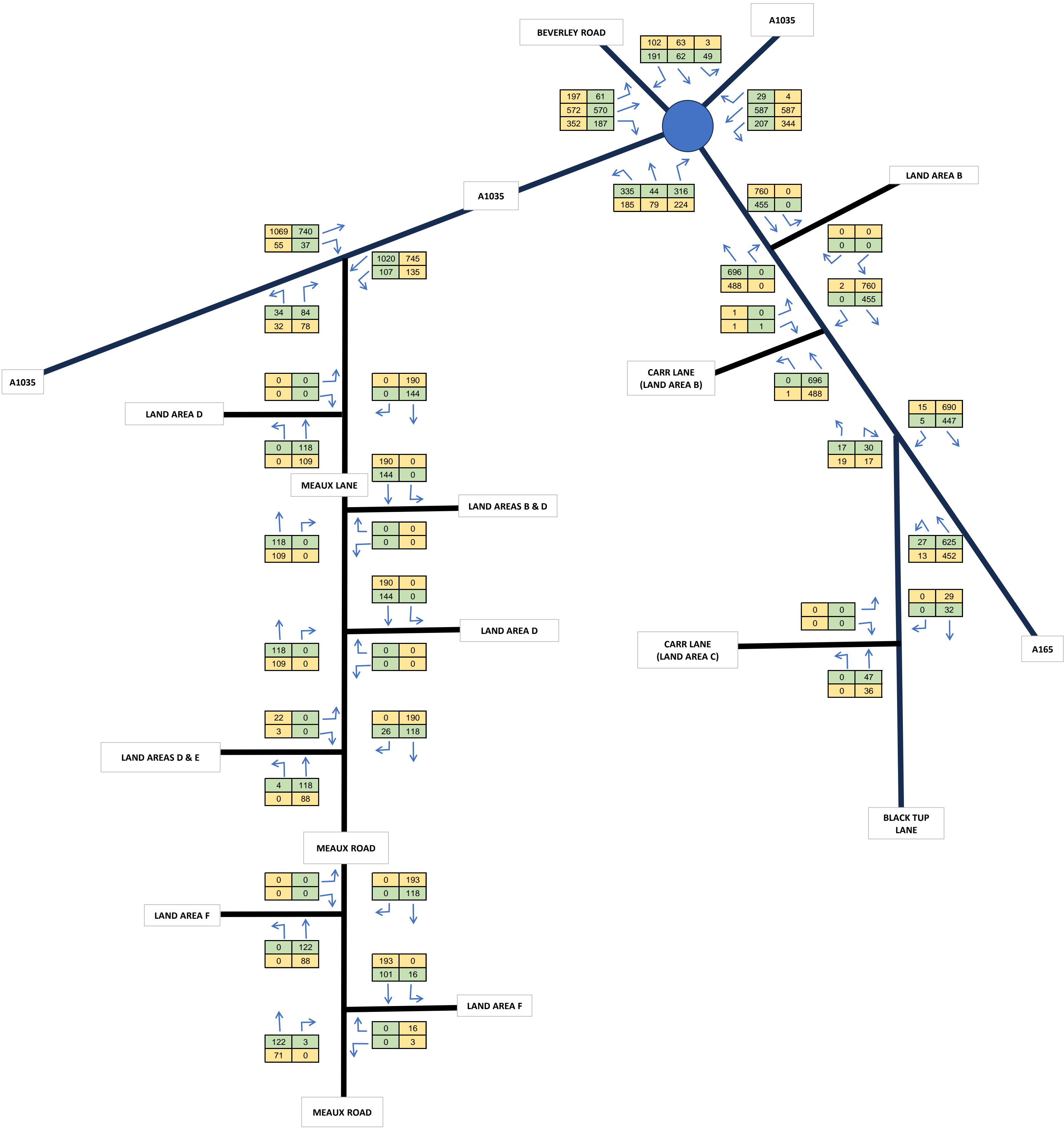


Notes

KEY

AM Peak

PM Peak



Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

Surveys		Total vehs		Total HGVs	
		EB/NB	WB/SB	EB/NB	WB/SB
2024	A1035	10029	9191	112	133
2023	A165	4281	4186	392	393
2024	Meaux Lane	1048	1176	3	3
2024	Black Tup Lane	138	118	1	1
2023	Carr Lane	15	15	0	0

2023 to 2026 TEMPro growth factor

1.026

2024 to 2026 TEMPro growth factor

1.009

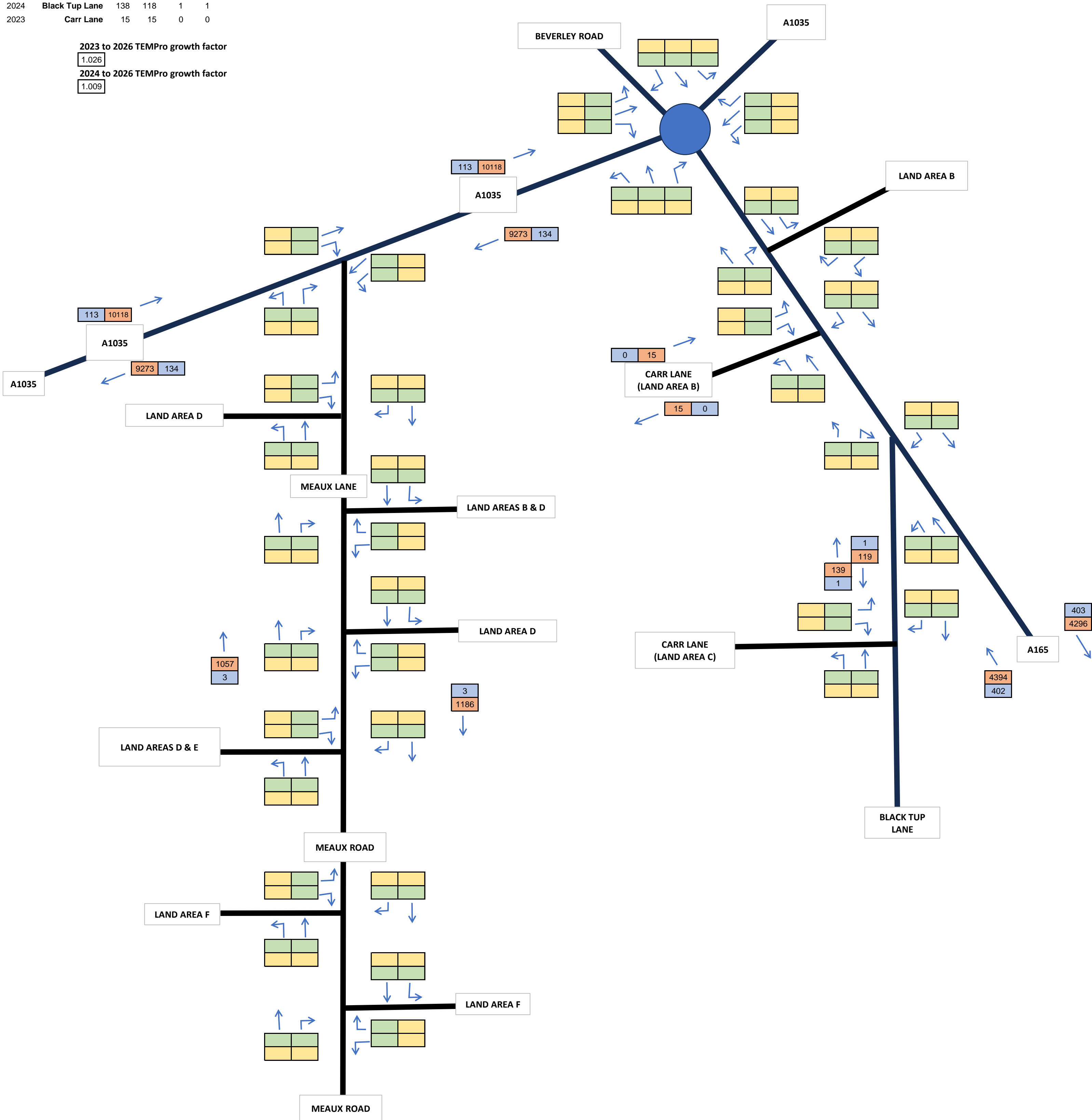
KEY

AM Peak

PM Peak

AADT Total Veh

AADT Total HGV



2026 AADT Base Flows

Peartree Hill Solar Farm



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TRAFFIC FIGURE 23

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

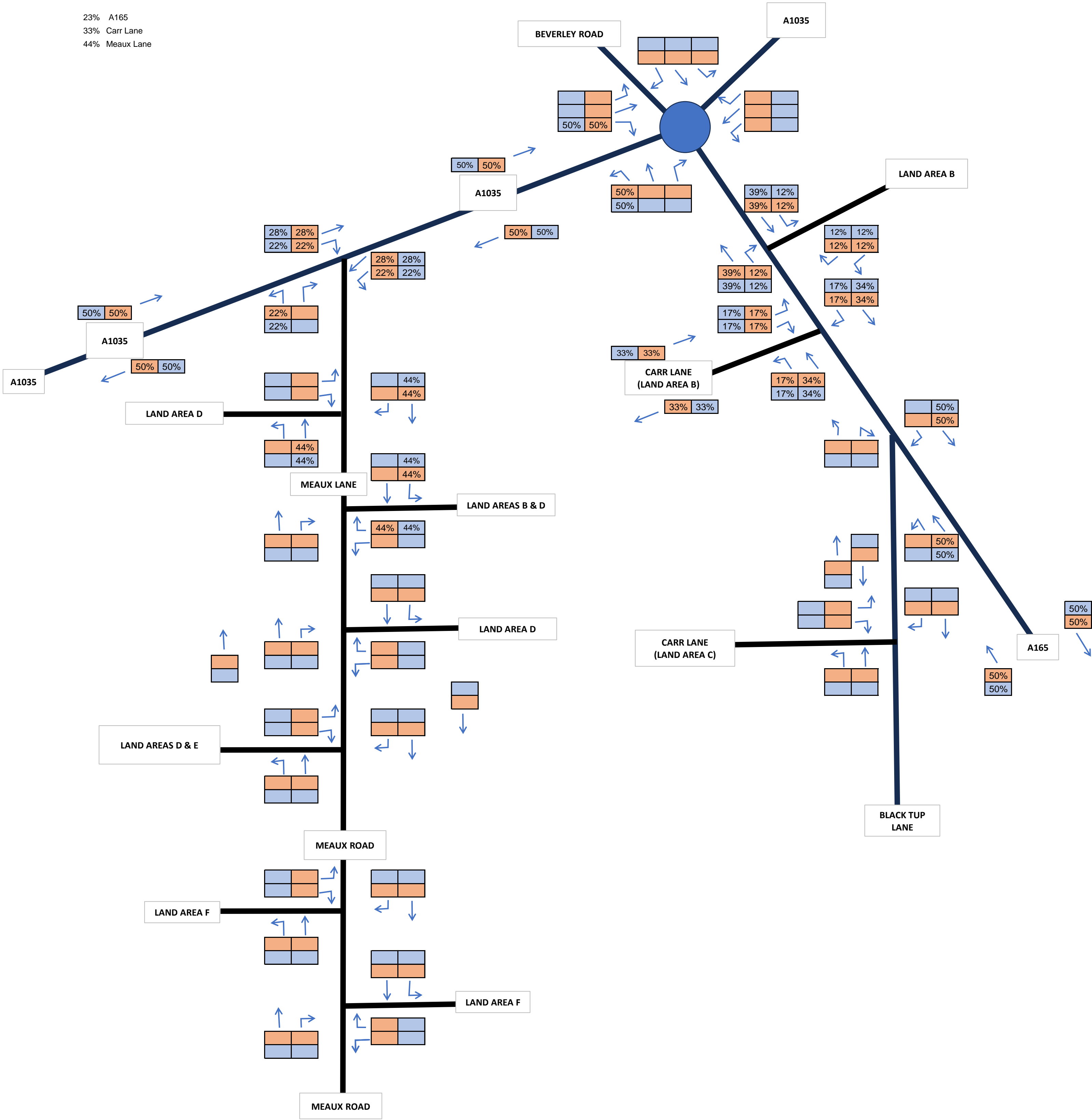
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

23% A165  
33% Carr Lane  
44% Meaux Lane

KEY

AADT Total Veh

AADT Total HGV



Land Area B - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



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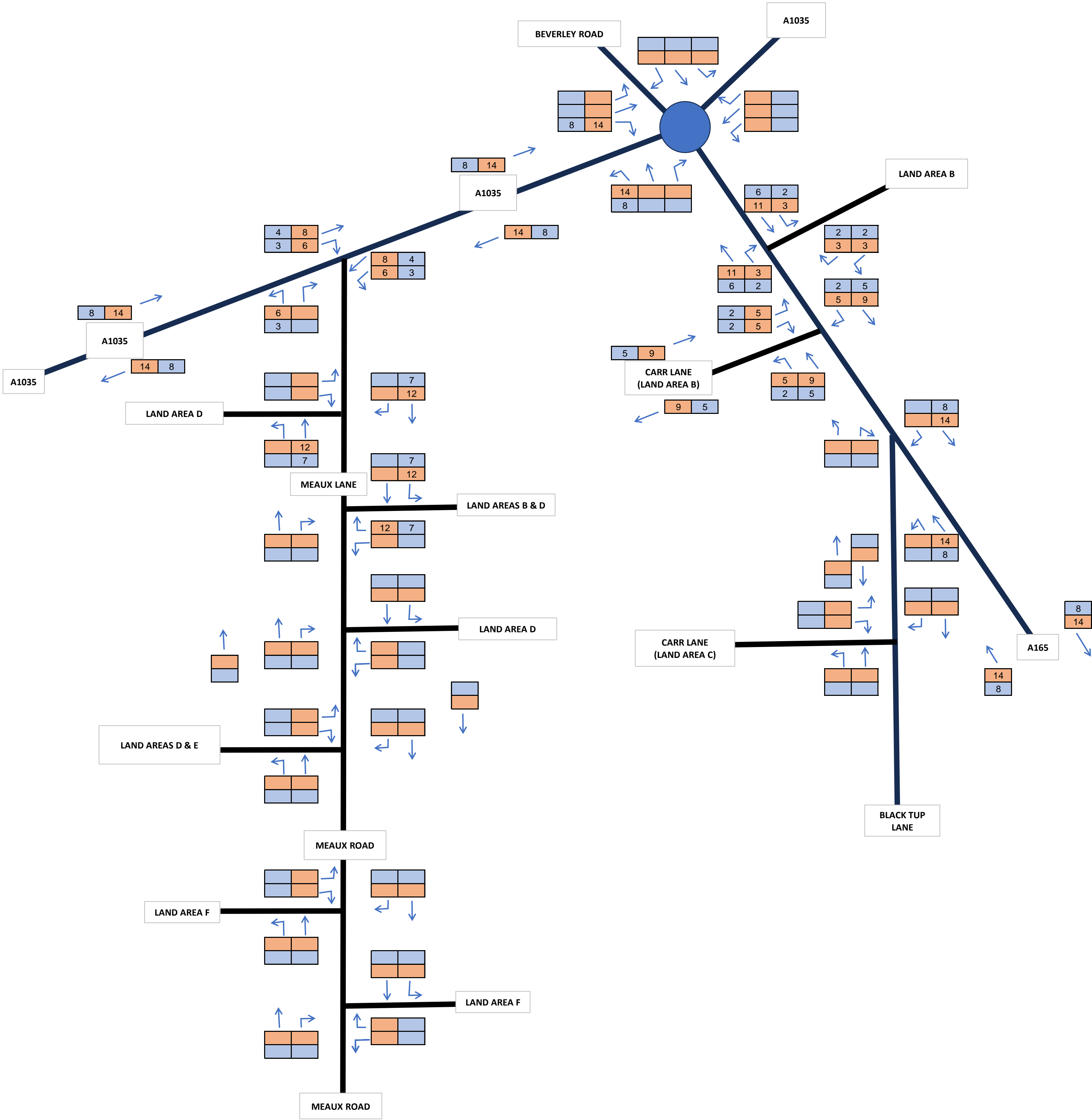
TRAFFIC FIGURE 24

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
One-Way LGVs 13  
  
One-Way HGVs 15  
  
Total vehicles 28

KEY

AADT Total Veh

AADT Total HGV



Land Area B - HGV/LGV Assignment (AADT)

Peartree Hill Solar Farm



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TRAFFIC FIGURE 25

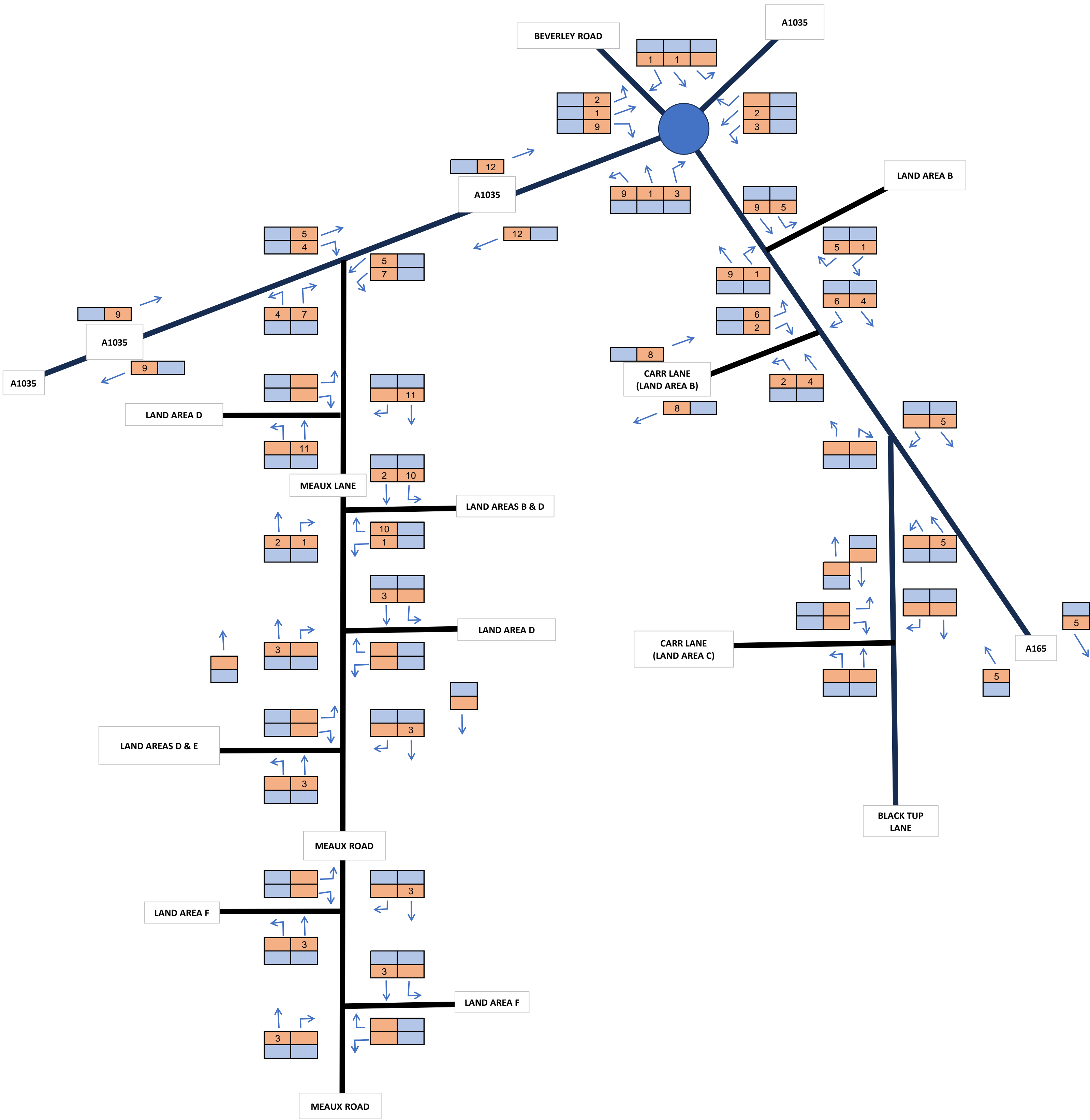


**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area B - Staff Assignment (AADT)

Peartree Hill Solar Farm



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TRAFFIC FIGURE 26

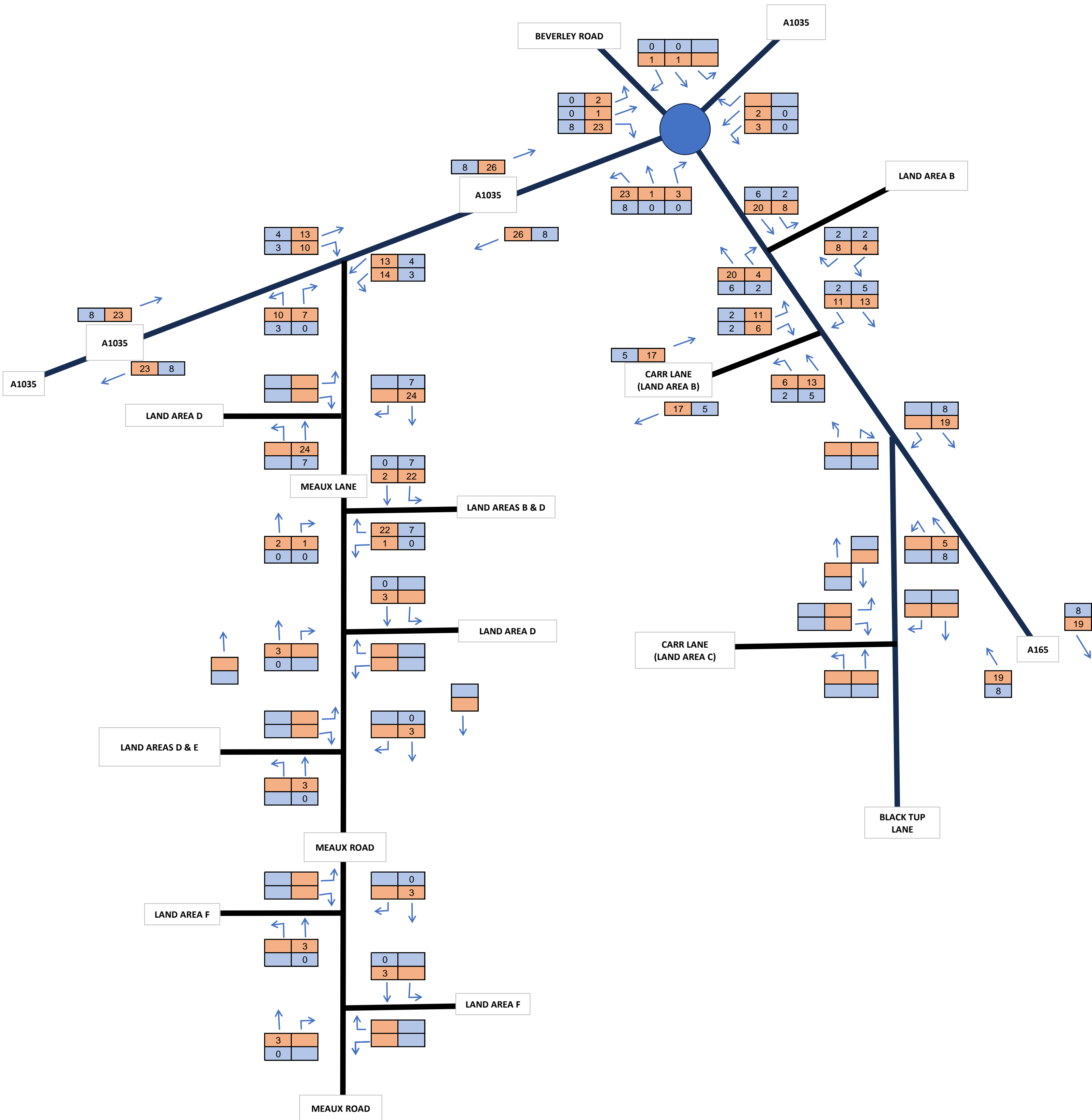
Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

KEY

AADT Total Veh

AADT Total HGV



Notes

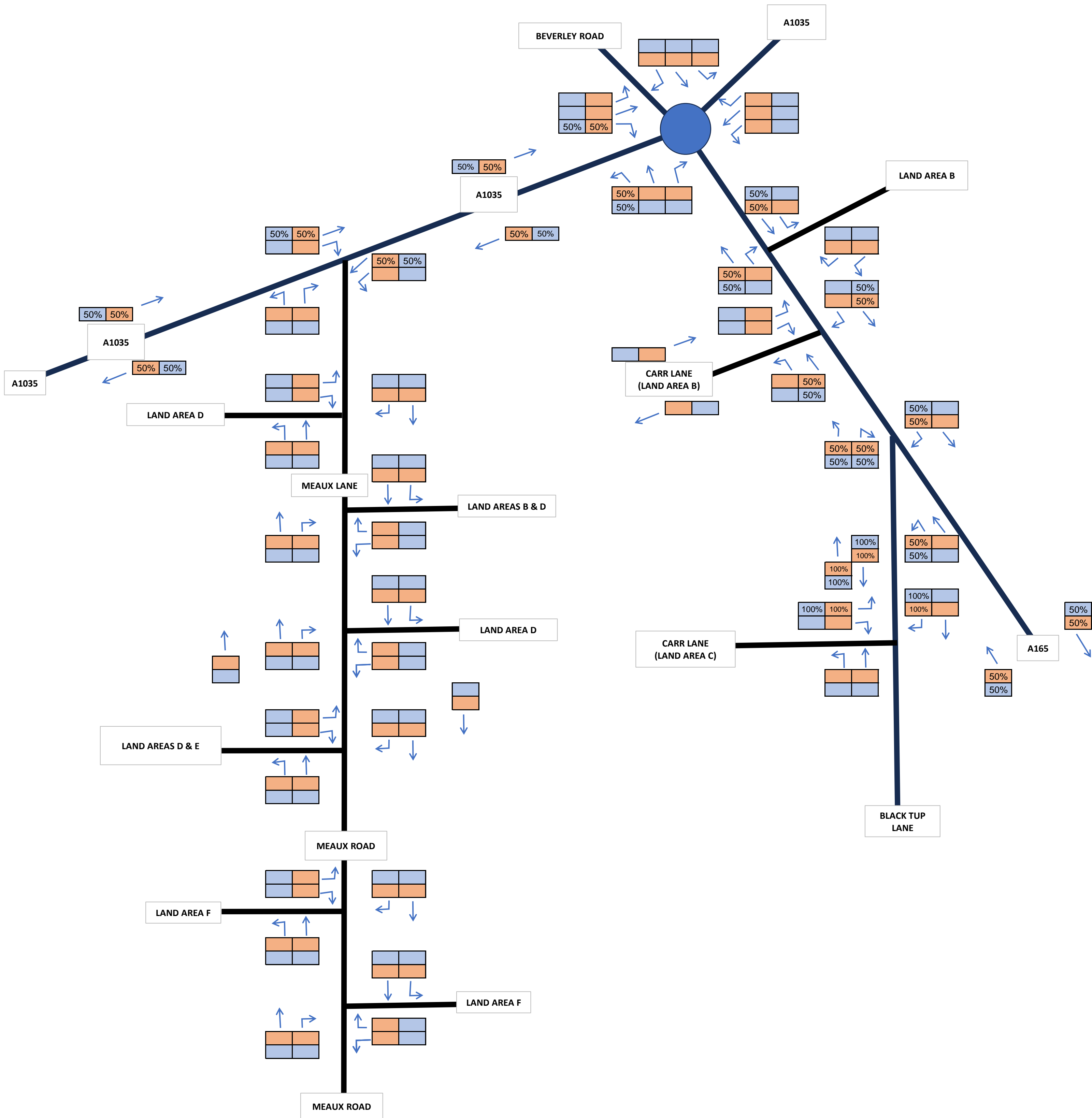
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

KEY

AADT Total Veh

AADT Total HGV



Land Area C - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



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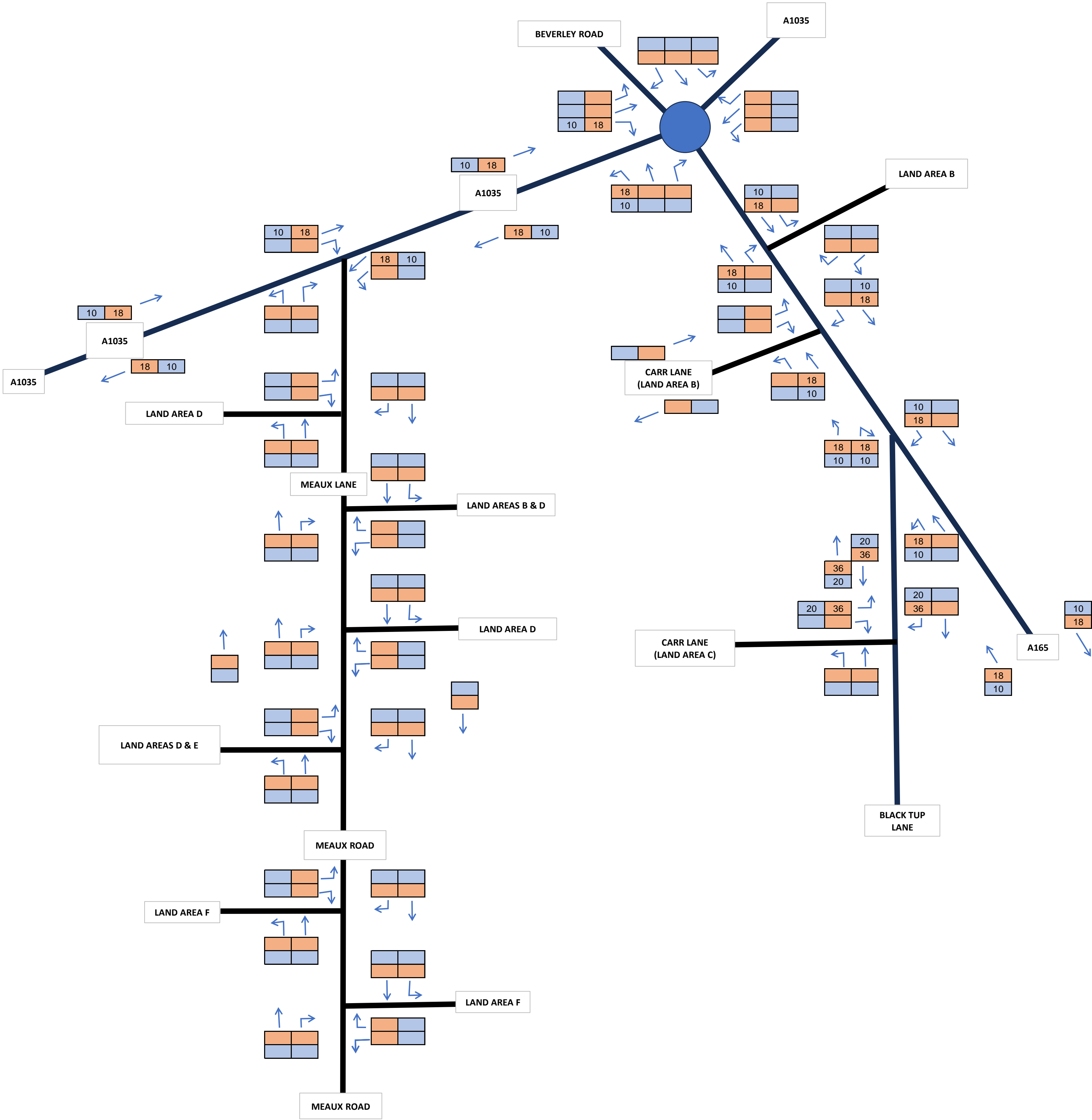
TRAFFIC FIGURE 28

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
One-Way LGVs 16  
  
One-Way HGVs 20  
  
Total vehicles 36

KEY

AADT Total Veh

AADT Total HGV



Land Area C - HGV/LGV Assignment (AADT)

Peartree Hill Solar Farm



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TRAFFIC FIGURE 29



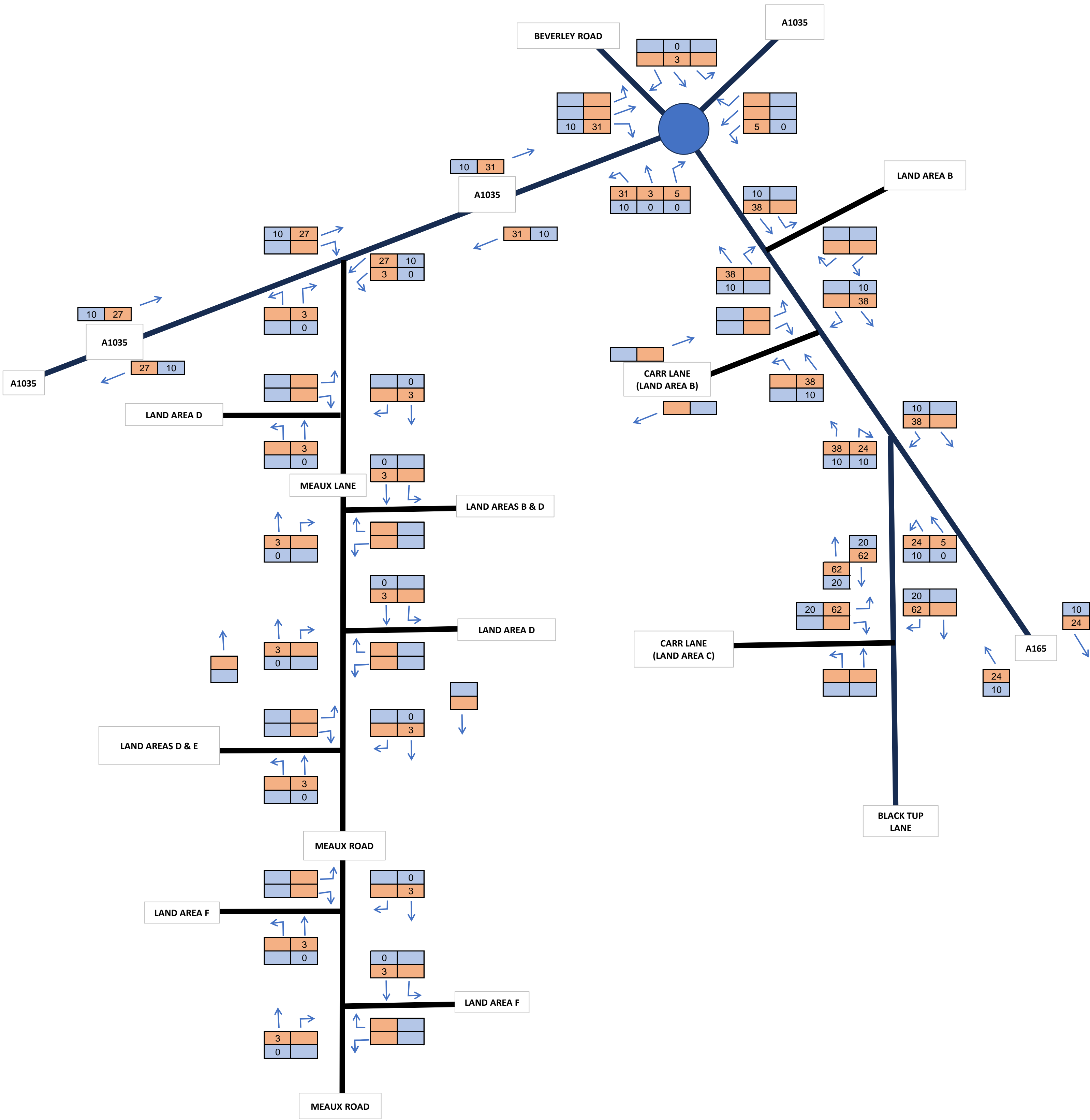
Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

KEY

AADT Total Veh

AADT Total HGV



Land Area C - Total Trip Generation AADT

Peartree Hill Solar Farm



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TRAFFIC FIGURE 31



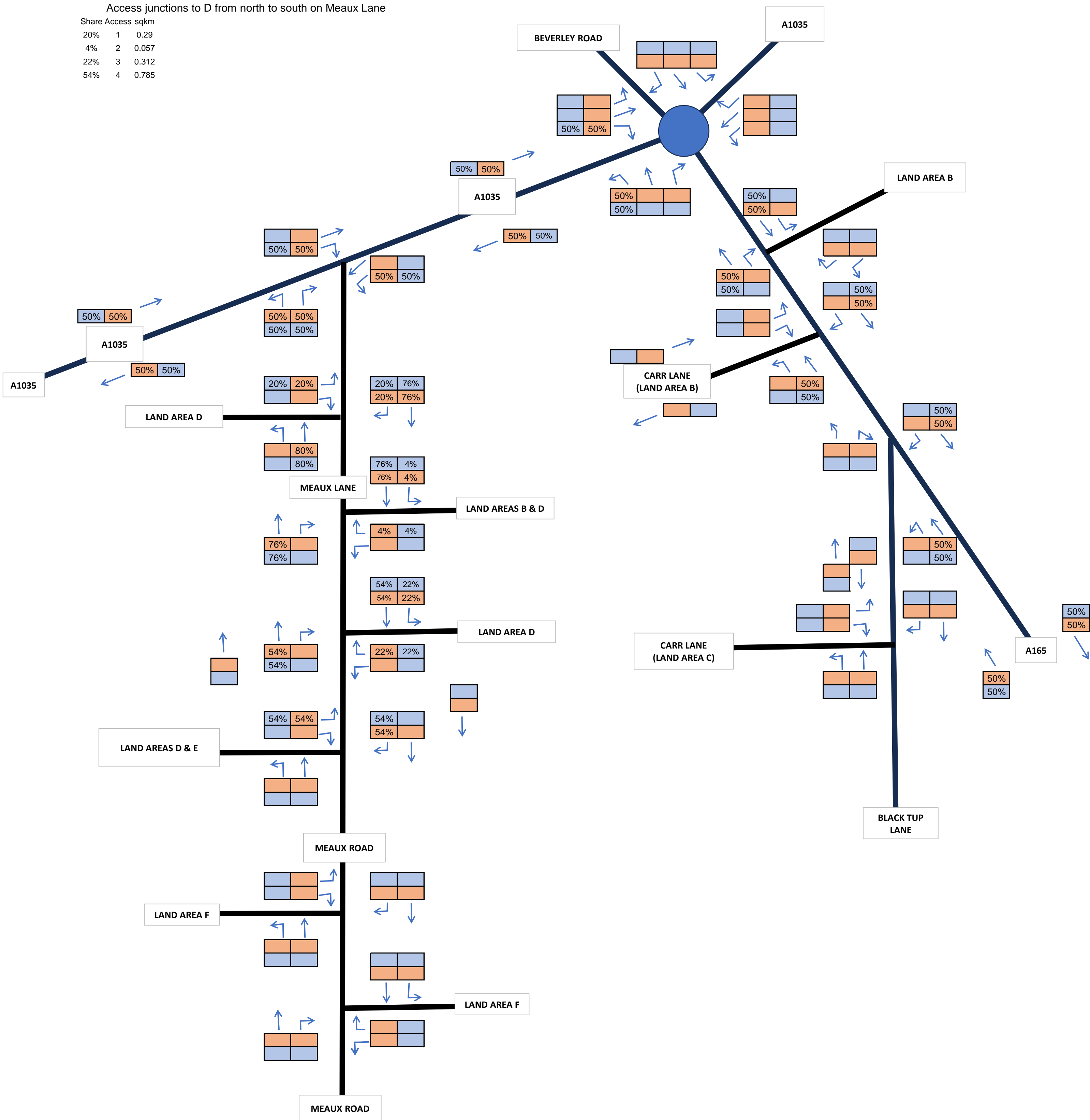
Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

Access junctions to D from north to south on Meaux Lane

Share	Access	sqkm
20%	1	0.29
4%	2	0.057
22%	3	0.312
54%	4	0.785



Land Area D - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



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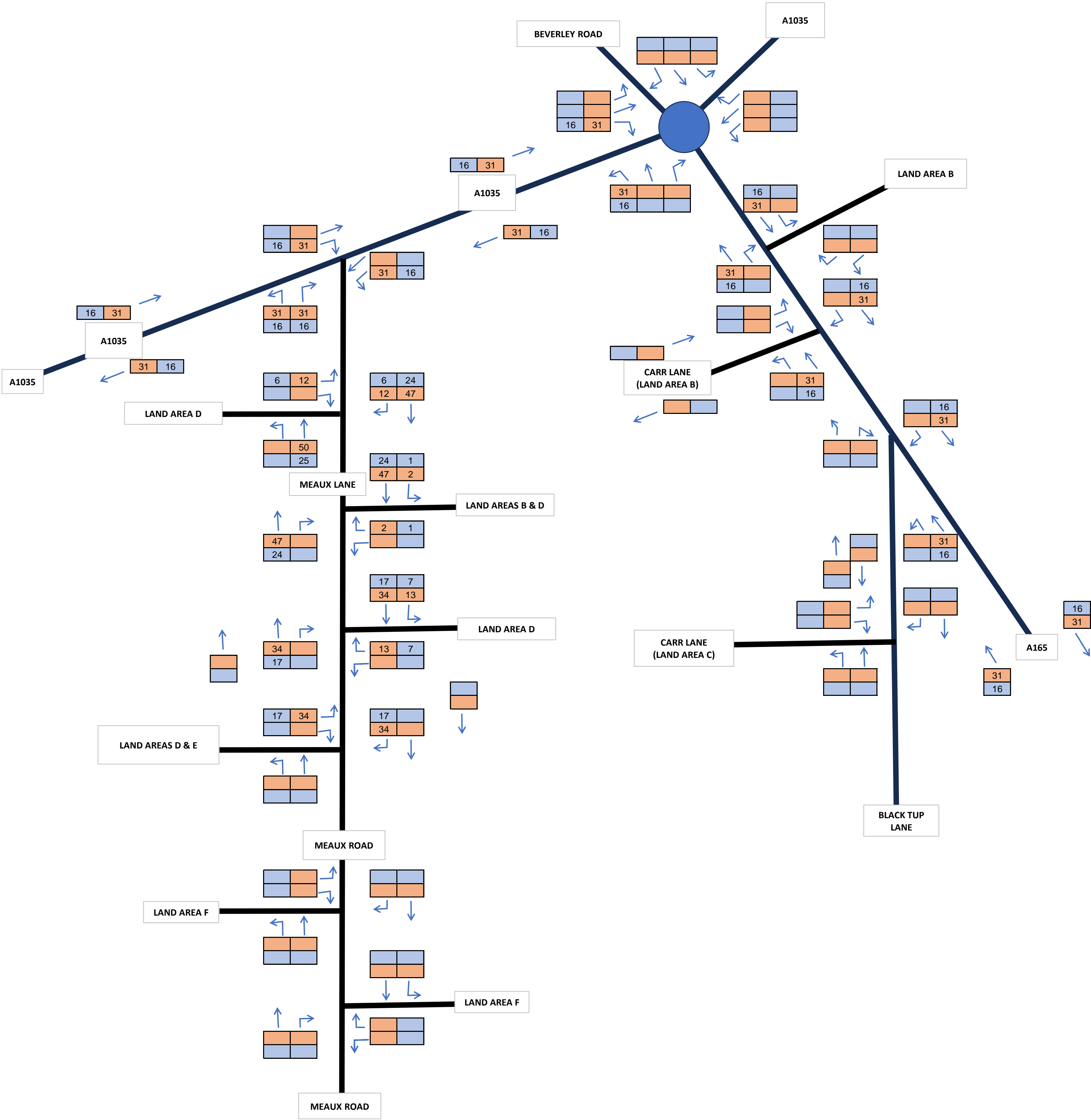
TRAFFIC FIGURE 32

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
One-Way LGVs    31  
  
One-Way HGVs    31  
  
Total vehicles    62

KEY

AADT Total Veh

AADT Total HGV



Land Area D - HGV/LGV Assignment (AADT)

Peartree Hill Solar Farm



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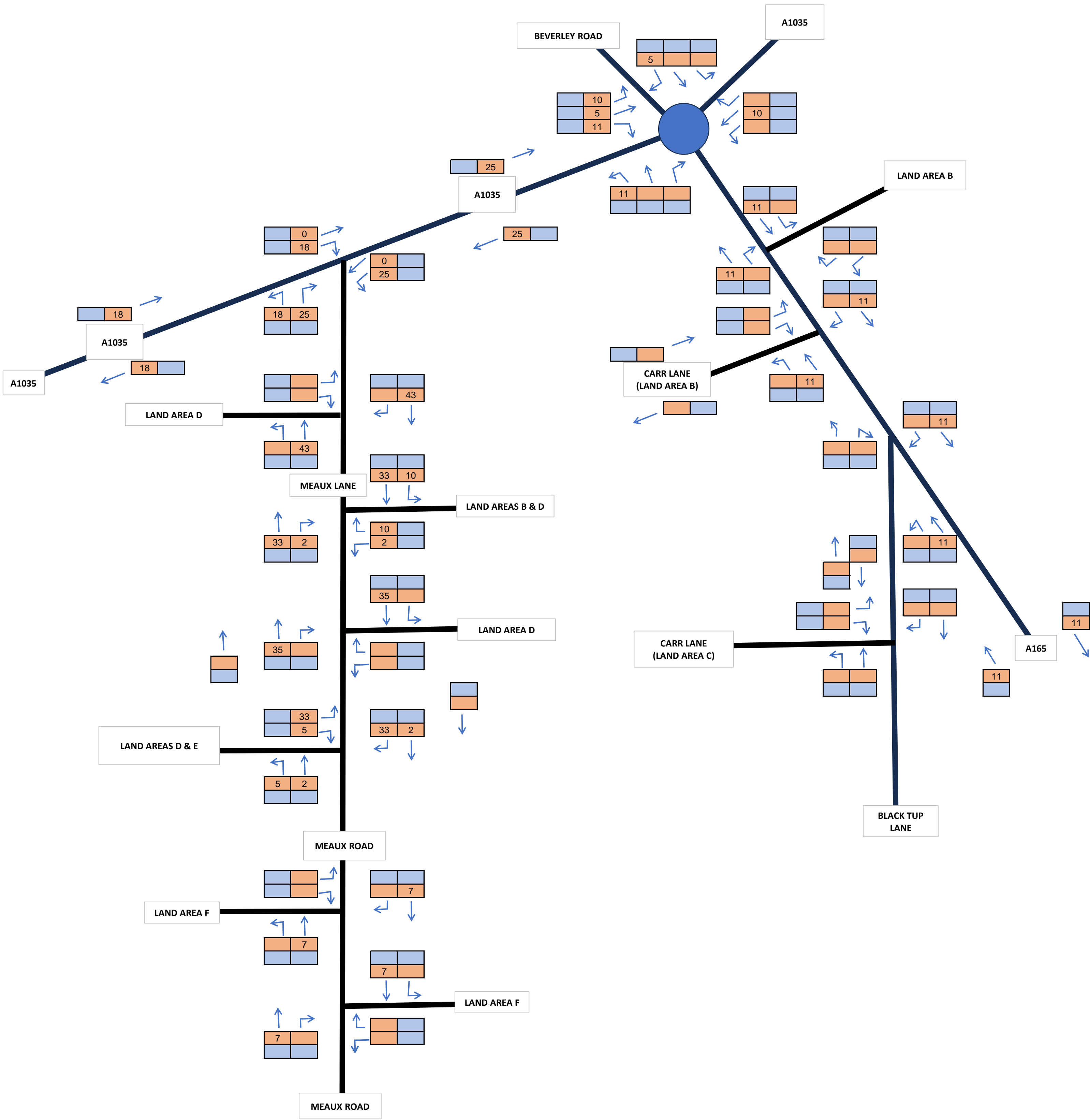
TRAFFIC FIGURE 33

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area D - Staff Assignment (AADT)

Peartree Hill Solar Farm



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TRAFFIC FIGURE 34



Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

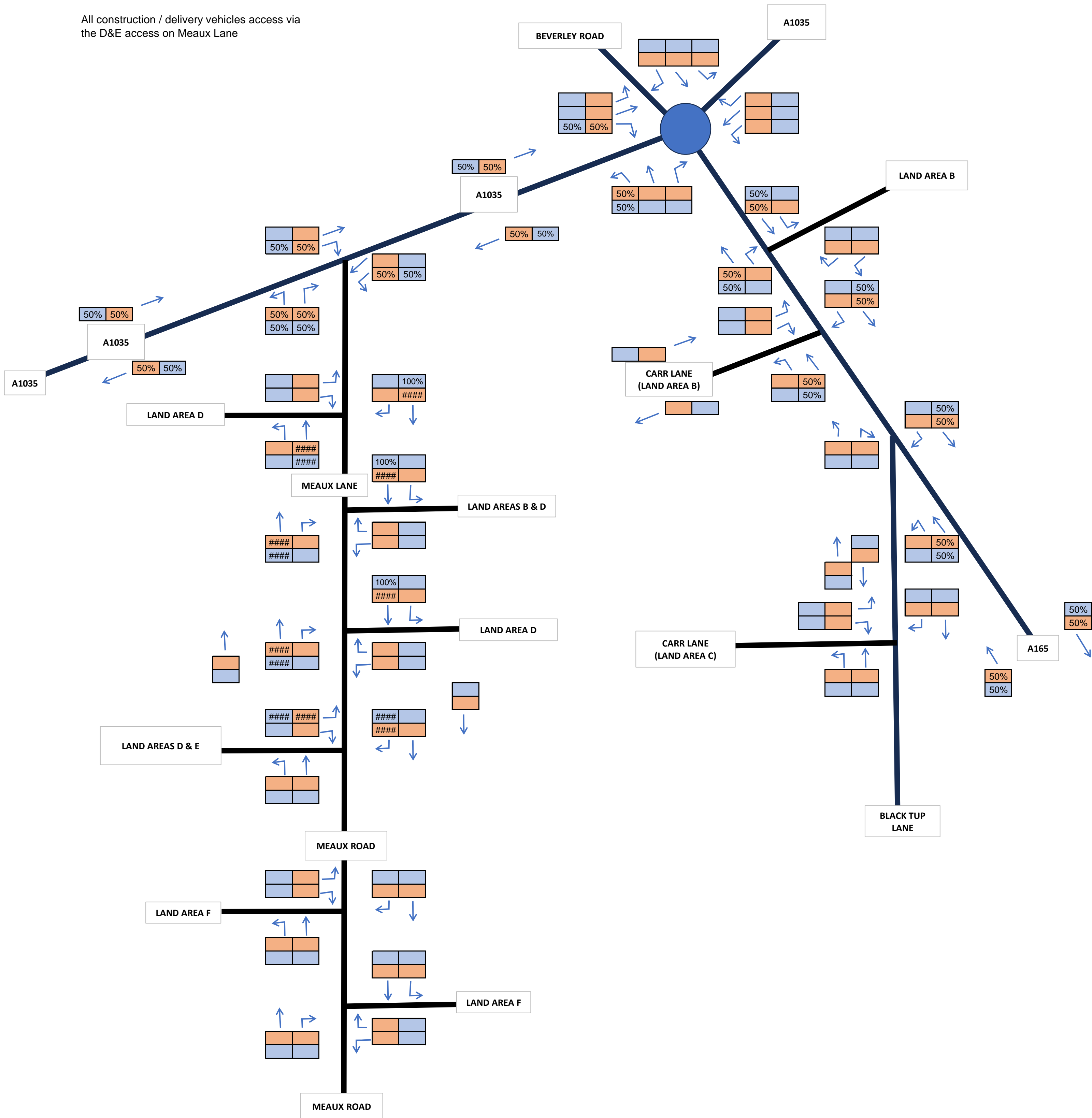
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

All construction / delivery vehicles access via the D&E access on Meaux Lane

KEY

AADT Total Veh

AADT Total HGV



Land Area E - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



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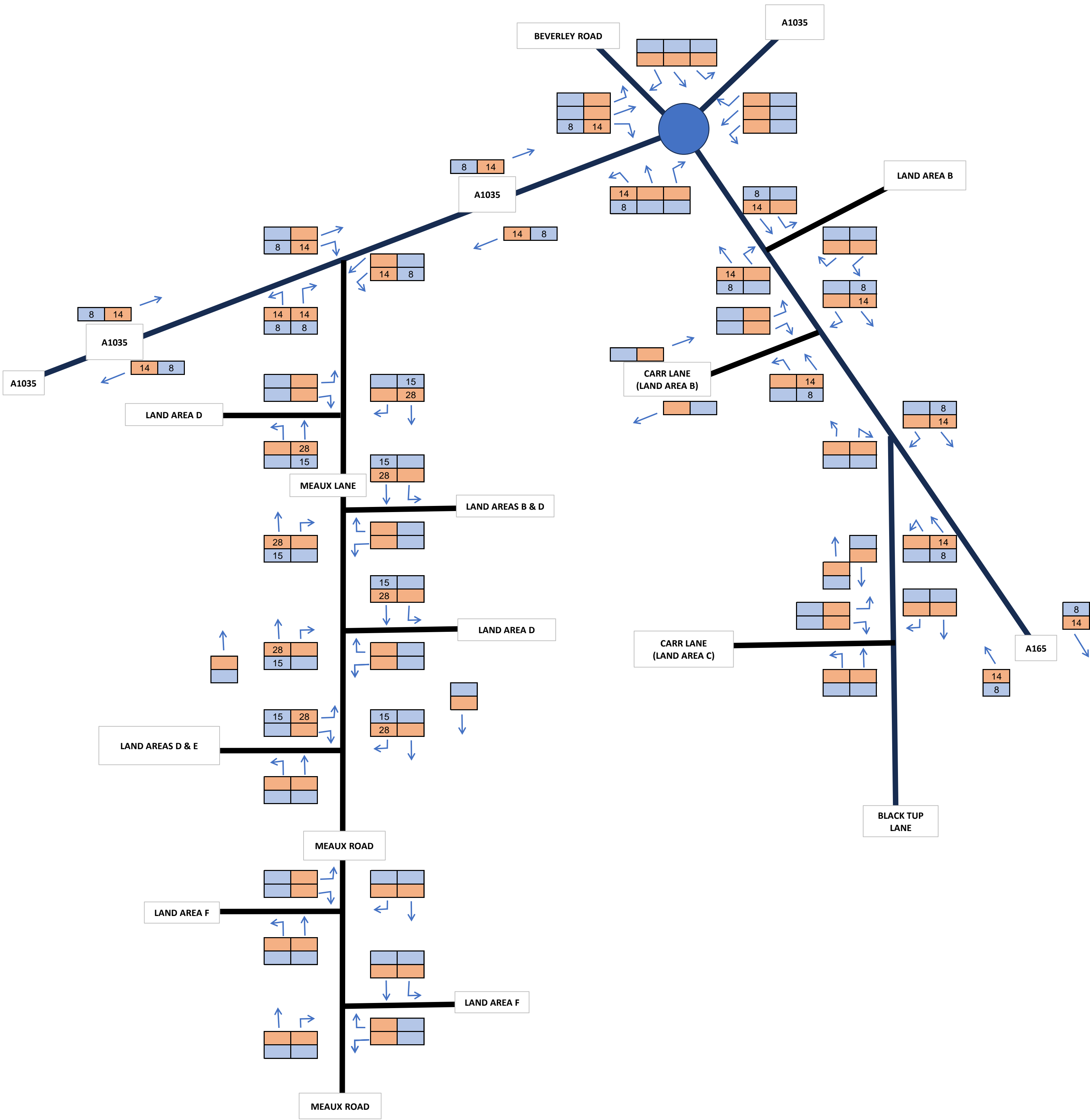
TRAFFIC FIGURE 36

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
One-Way LGVs 13  
  
One-Way HGVs 15  
  
Total vehicles 28

KEY

AADT Total Veh

AADT Total HGV



Land Area E - HGV/LGV Assignment (AADT)

Peartree Hill Solar Farm



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Job Number - SCP/230483

TRAFFIC FIGURE 37

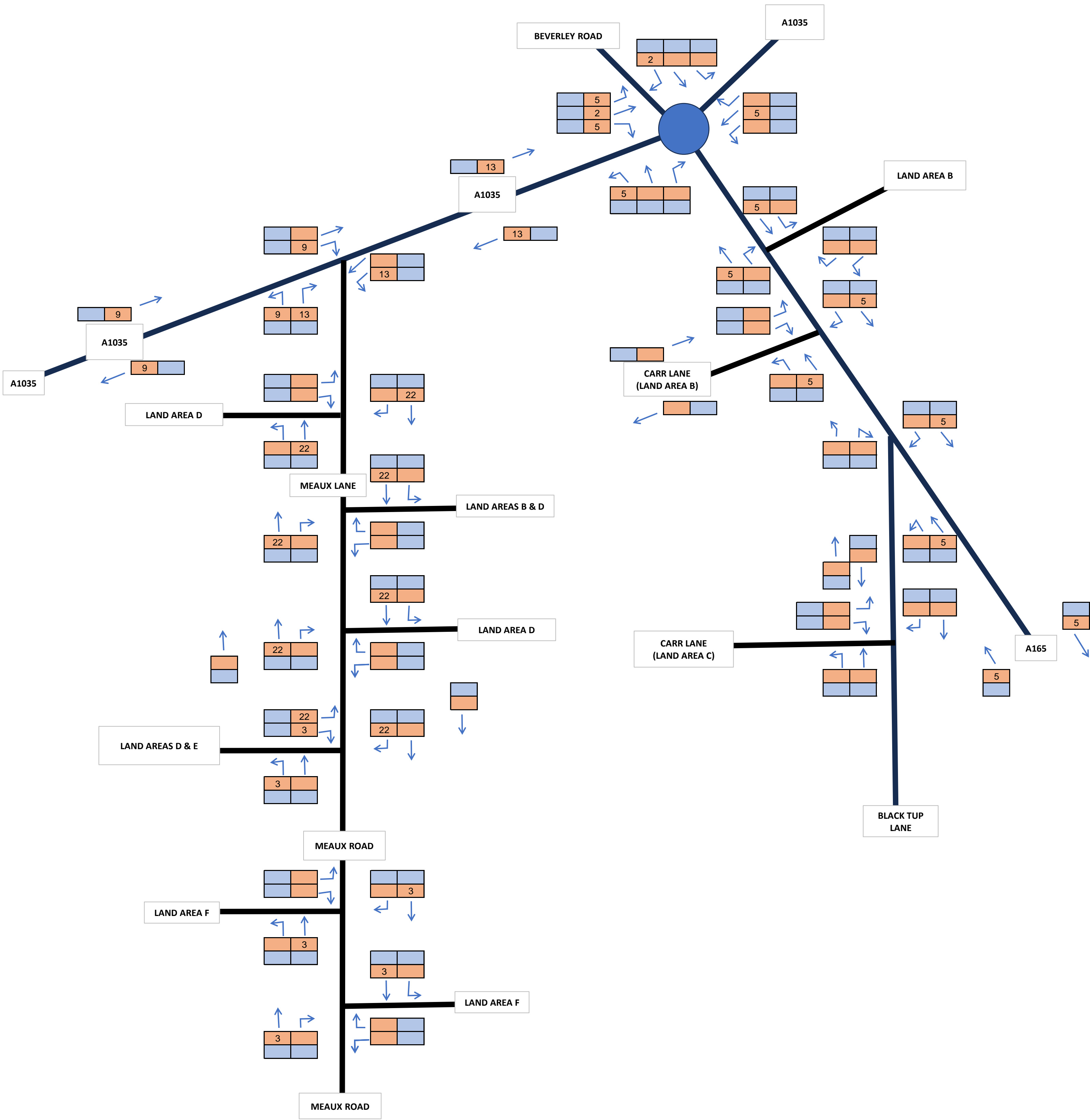


**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area E - Staff Assignment (AADT)

Peartree Hill Solar Farm



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Job Number - SCP/230483

TRAFFIC FIGURE 38



Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

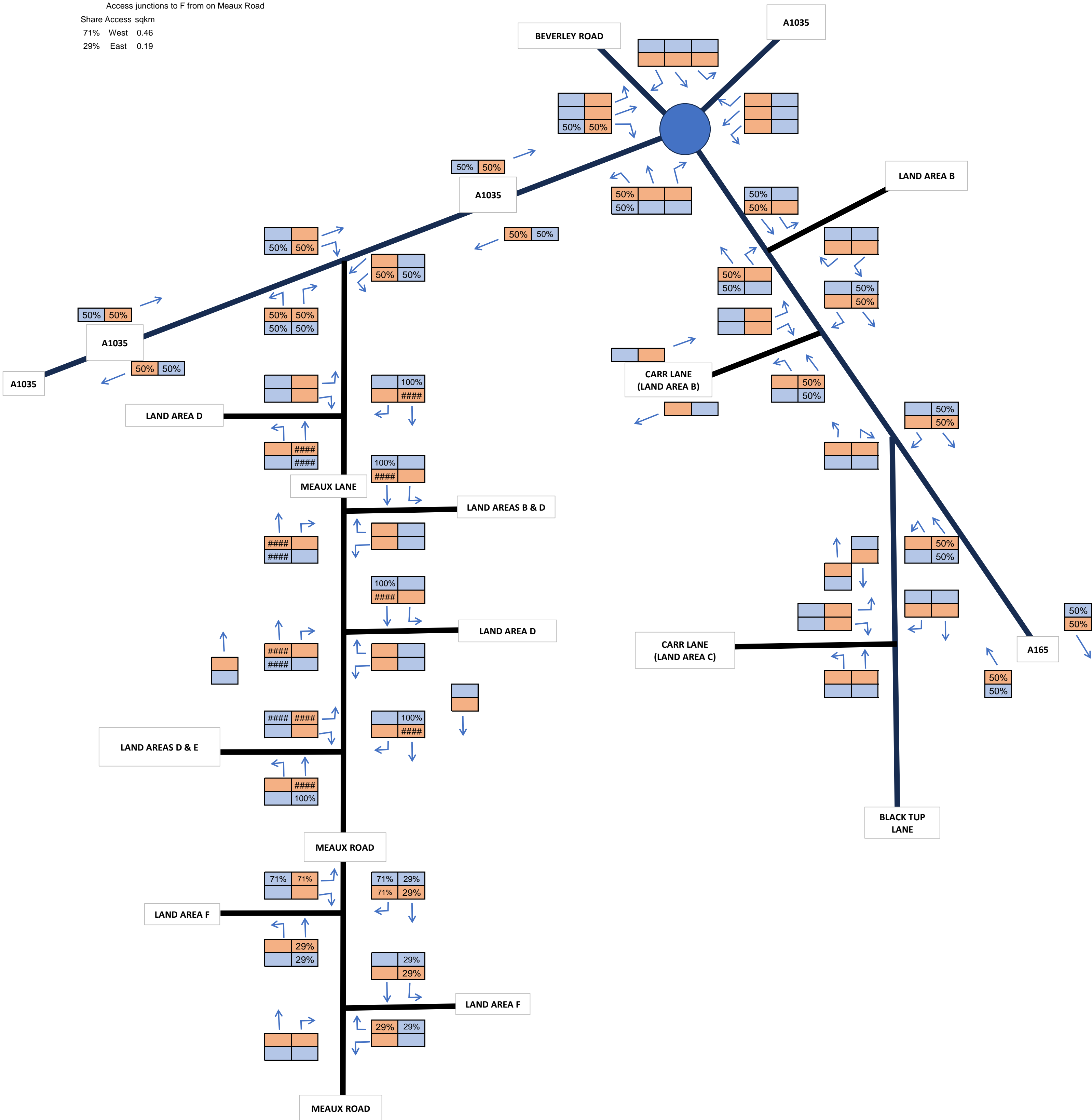
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

Access junctions to F from on Meaux Road  
Share Access sqkm  
71% West 0.46  
29% East 0.19

KEY

AADT Total Veh

AADT Total HGV



Land Area F - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



07 January 2025

Job Number - SCP/230483

TRAFFIC FIGURE 40

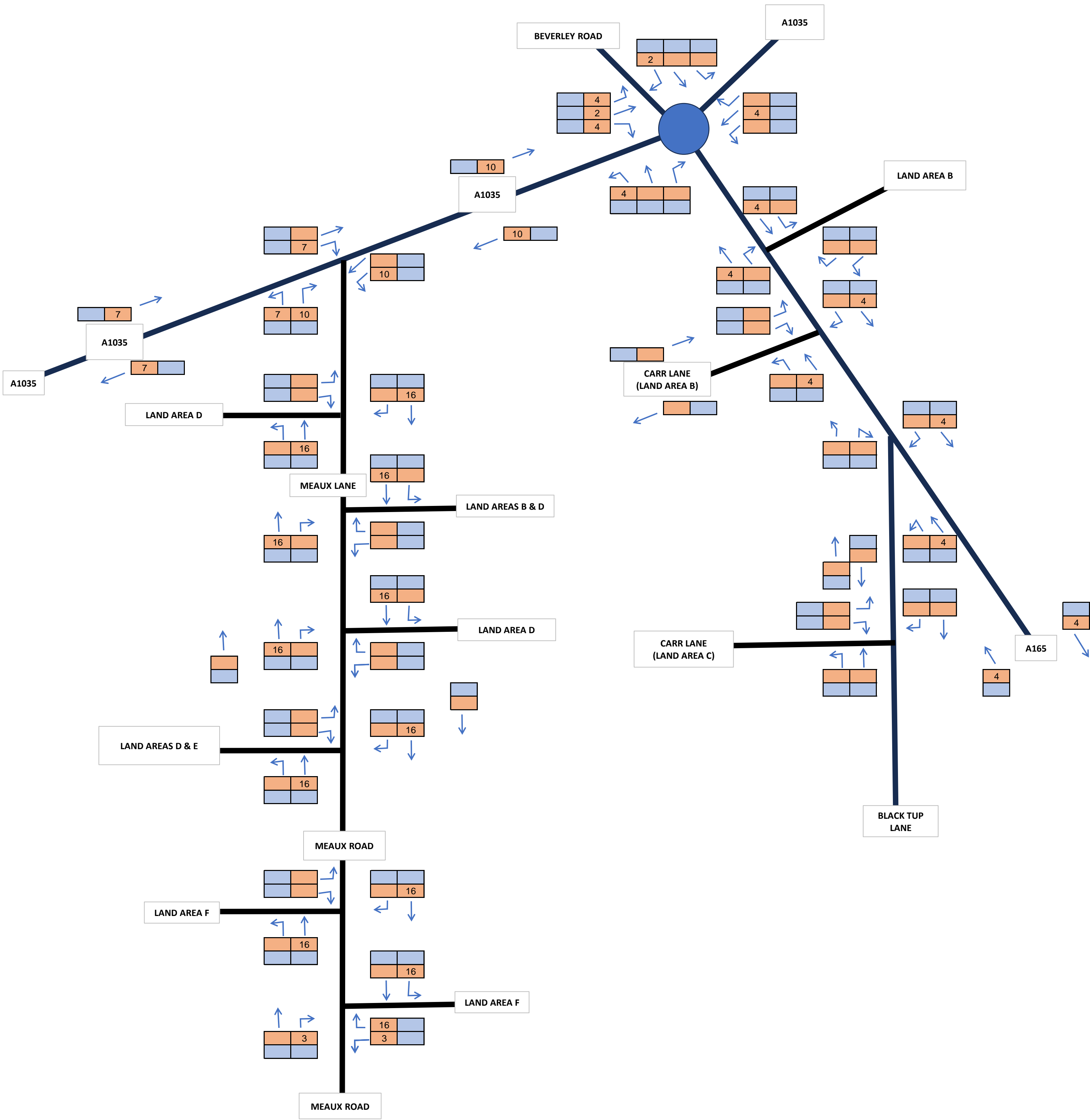


**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area F - Staff Assignment (AADT)

Peartree Hill Solar Farm



07 January 2025

Job Number - SCP/230483

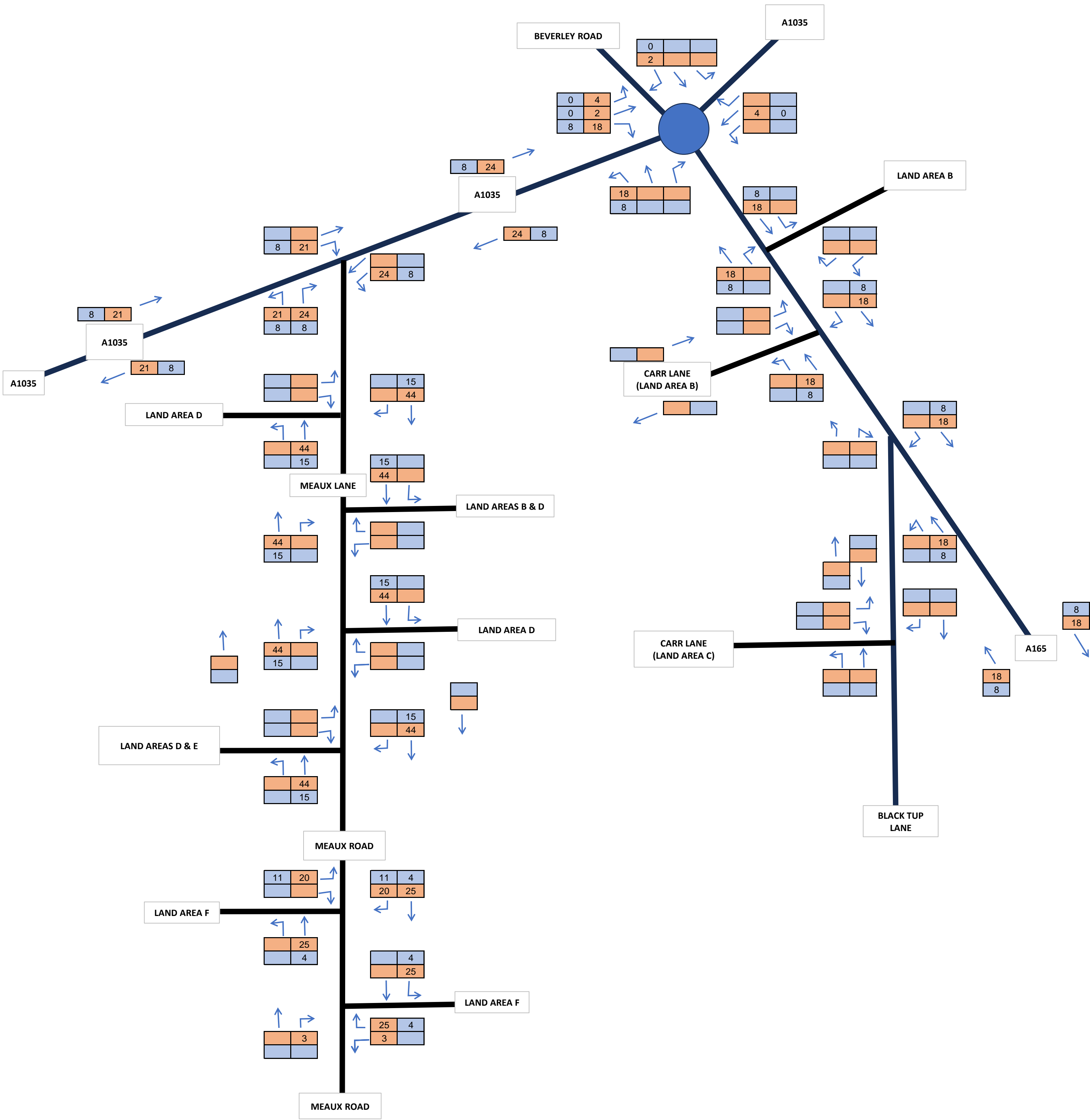
TRAFFIC FIGURE 42

**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

**KEY**

AADT Total Veh

AADT Total HGV



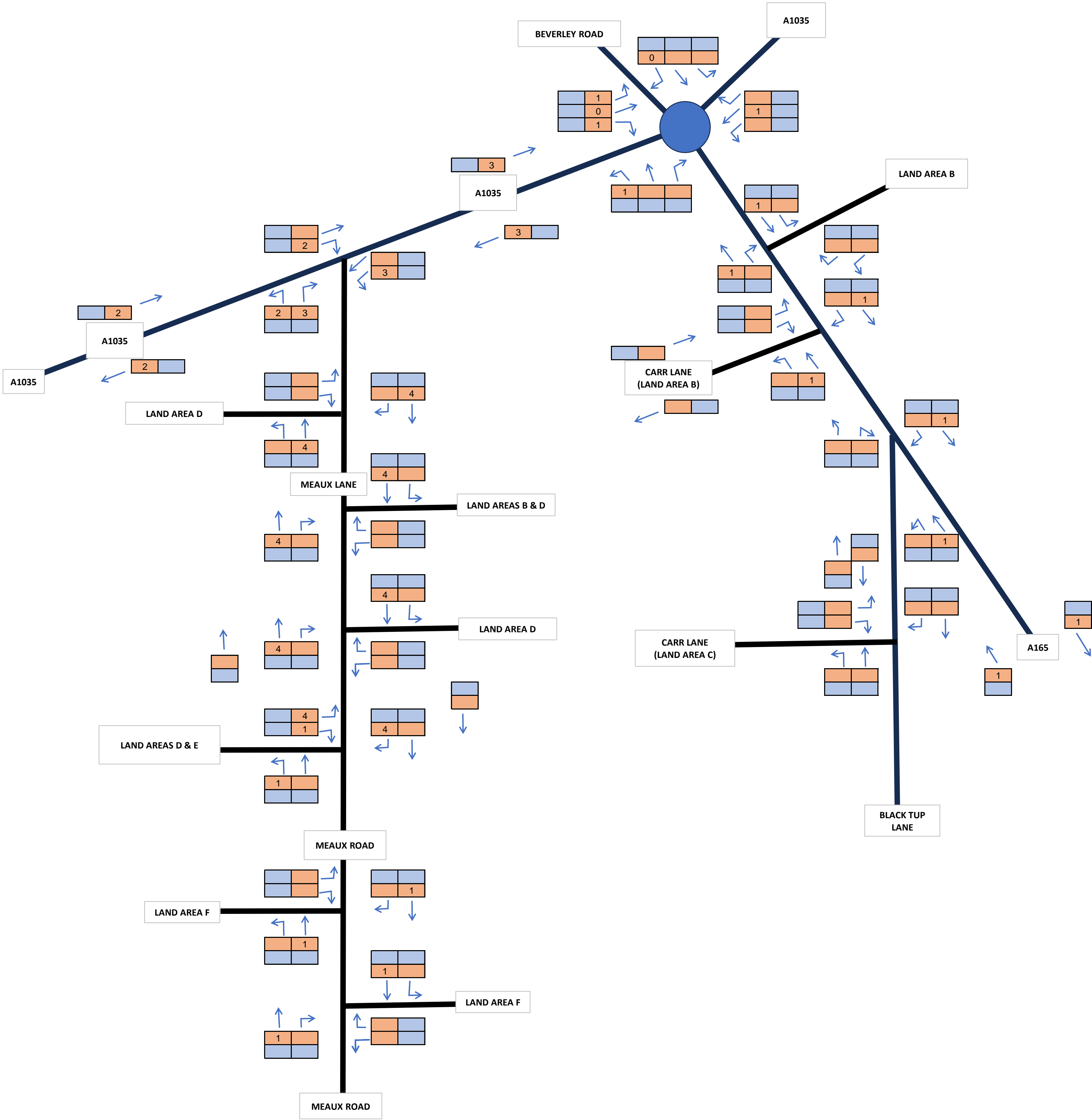


**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
The vehicle movements shown are only staff trips.  
Construction vehicles (HGVs and LGVs) will access via Park Lane, Long Lane and A1174 Hull Road which are not shown on the network plan. 10 daily HGVs and 10 daily LGVs are anticipated and these vehicles are considered in the ES Chapter 14.

KEY

AADT Total Veh

AADT Total HGV



Creyke Beck Grid Connection - Total Trip Generation AADT

Peartree Hill Solar Farm



07 January 2025

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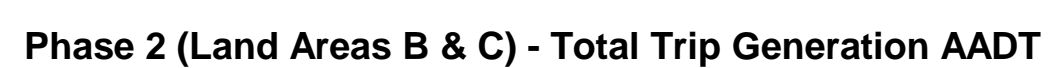
TRAFFIC FIGURE 44

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
Phase 2 consists of Land Areas B & C.  
Phasing is indicative.

**KEY**



AADT Total HGV



**SCP**  
TRANSPORT PLANNING  
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**TRAFFIC FIGURE 45**

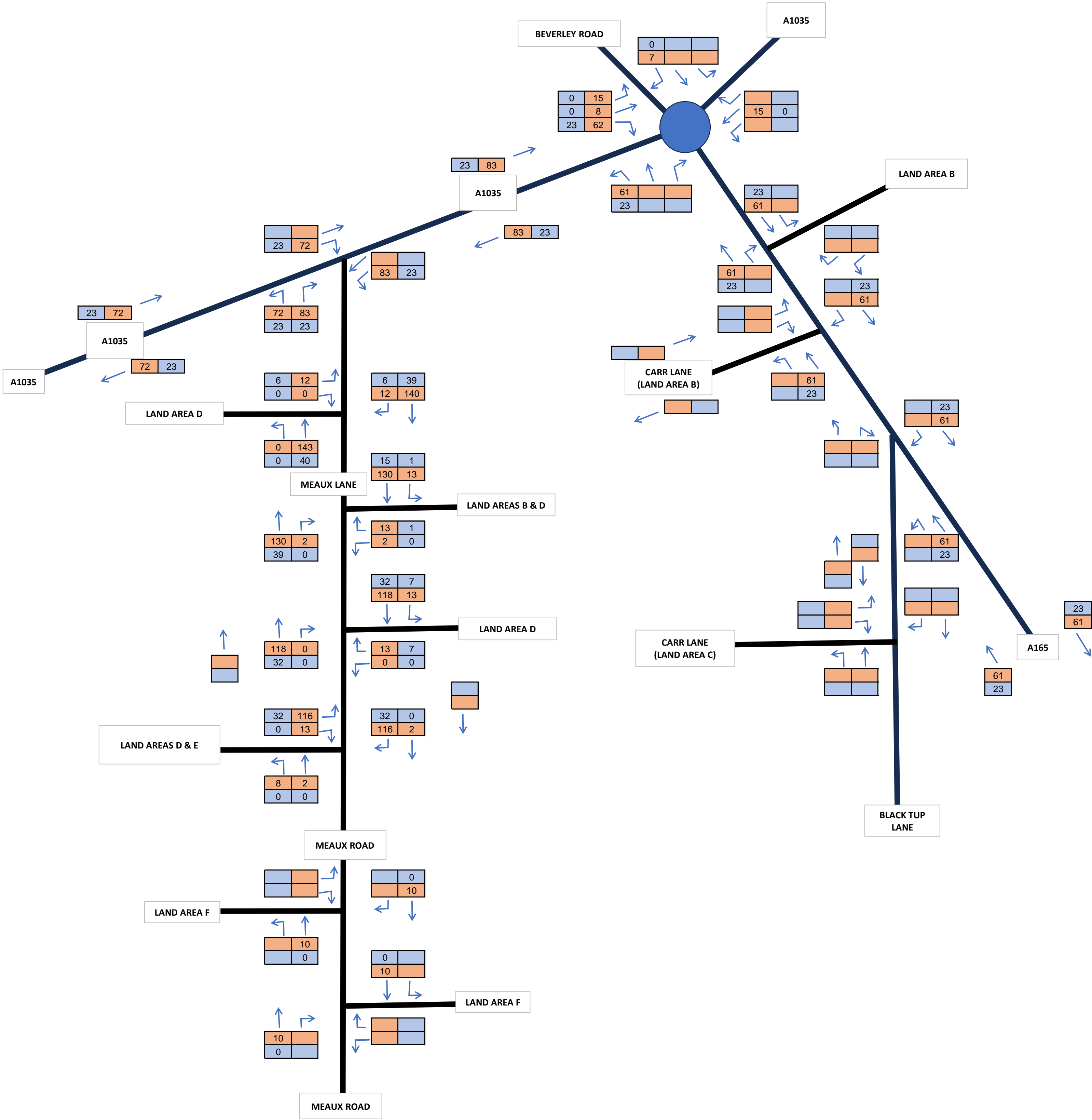


**Notes**  
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles  
Phase 4 consists of Land Areas D & E and the grid connection cable works.  
10 daily HGV and 10 daily LGV trips associated with the grid connection do not occur on the extent of the network shown.  
Phasing is indicative.  
Traffic figures include staff and construction/delivery vehicles.

KEY

AADT Total Veh

AADT Total HGV



Phase 4 (Grid Connection and Land Areas D & E) - Total Trip Generation AADT

Peartree Hill Solar Farm



07 January 2025

Job Number - SCP/230483

TRAFFIC FIGURE 47



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